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FIRST DRIVE



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REVEALED



Peugeot's new look

Wild coupé hints at electric future

FIRST PICS, DETAILS



Merc's S-Class cabrio

Plush drop-top takes aim at Bentley

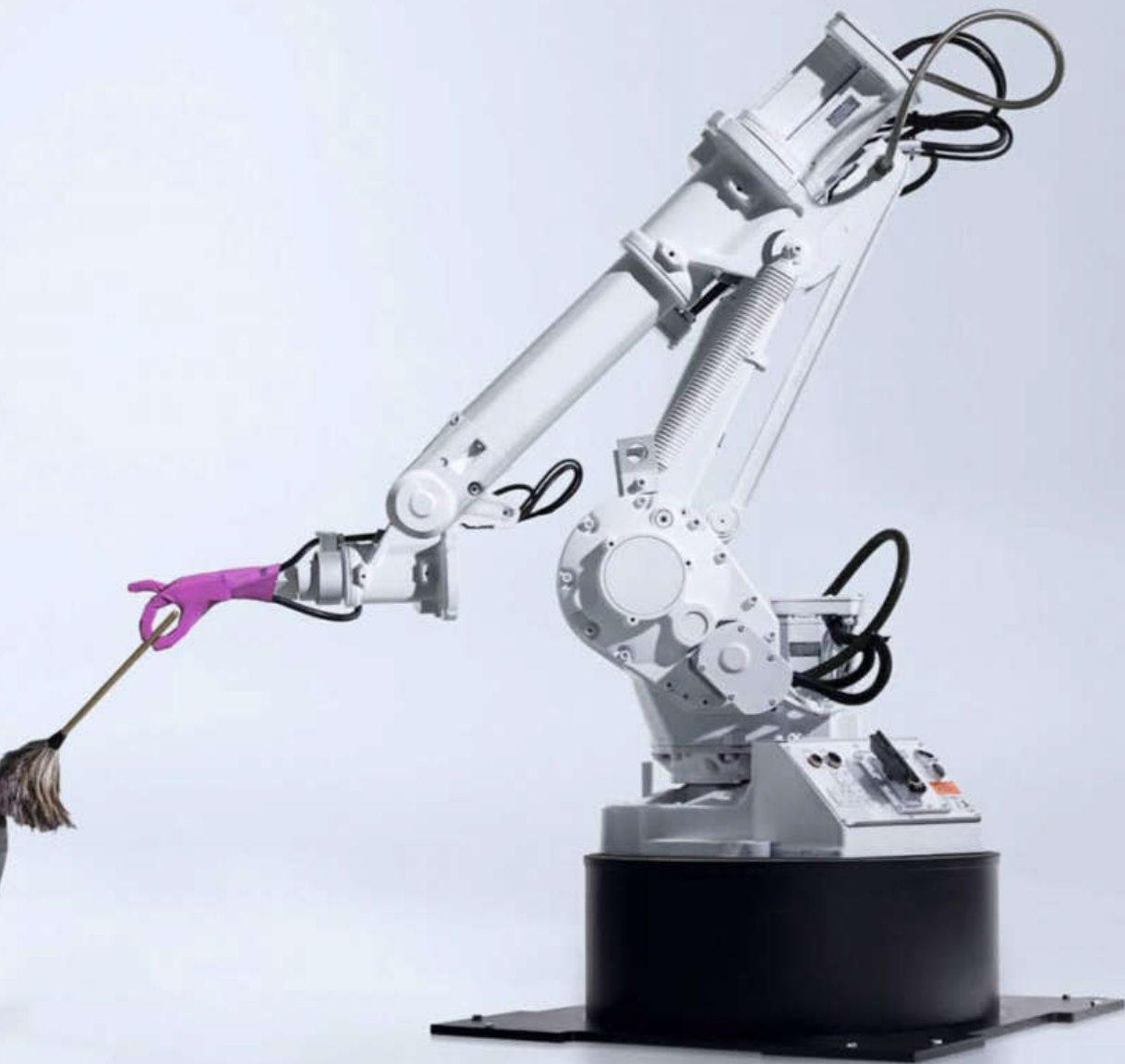


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PEUGEOT 308

MOTION & EMOTION



PEUGEOT

36

COVER STORY

New or used? Four pairs of desirable cars – priced from £20k to £95k – go head to head to decide

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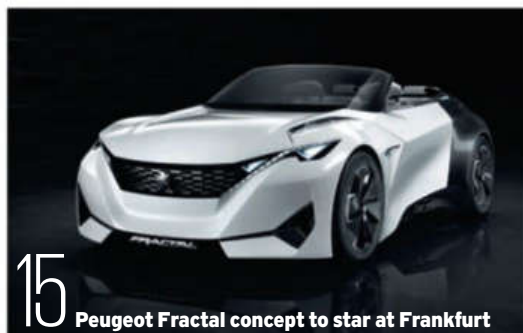
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Steve Cropley, p25



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2015 Auris Hybrid Design 5-door hatchback 1.8 VVT-i Auto. Official Fuel Consumption Figures in mpg (l/100km): Urban 72.4 (3.9), Extra Urban 72.4 (3.9), Combined 72.4 (3.9). CO₂ Emissions 91g/km. The mpg and CO₂ figures quoted are sourced from official EU regulated test results. These are provided for comparability purposes and may not reflect your actual driving experience. Model shown is 2015 Auris Hybrid Design 5-door hatchback 1.8 VVT-i Auto at £21,495. Price excludes metallic paint at £495. Prices correct at time of going to press. *0% APR Representative available on new retail orders of 2015 Auris (excluding Active) when ordered between 1 July and 30 September 2015 and registered and financed through Toyota Financial Services by 31 December 2015 on a 42 month AccessToyota (PCP) plan with 0-32% deposit. ^Payment shown is based on a 42 month AccessToyota contract with £4,273.50 customer deposit, £750 Finance Deposit Allowance and Guaranteed Future Value/Optional Final Payment. Toyota Financial Services (UK) PLC; registered office Great Burgh, Burgh Heath, Epsom, Surrey, KT18 5UZ. Authorised and regulated by the Financial Conduct Authority. Indemnities may be required. Finance subject to status to over 18s. Other finance offers are available but cannot be used in conjunction with this offer. Excess miles over contracted charged at 8p per mile. Toyota Centres are independent of Toyota Financial Services. Terms and conditions apply. Affordable finance through AccessToyota. 5 year/100,000 mile manufacturer warranty subject to terms and conditions.

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THIS WEEK'S TOP FIVE

GALLERY

Salon Privé

Best images from motoring's most exclusive show



REVIEW

New 911 GTS AWD

Porsche's 424bhp GTS gets AWD. Good move?



REVIEW

Merc GLE Coupé

We try Mercedes' BMW X6 rival in 350d form



NEWS

BTCC

Latest shots and results from Rockingham event



BLOG

Matt Saunders

The story behind our Junior Handling Day



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Big bang theory is put to the test

BANG FOR BUCK: getting the most of the former for as little of the latter as possible is the delicate equation that underpins many car enthusiasts' purchases.

Although the 'bang' is primarily a byword for heady performance, it could also apply to other car attributes, such as deft handling, stunning exterior styling or a plush interior.

Our 'New vs Used' comparison tests, which start on p36, pitch four box-fresh motors against second-hand dream cars that are now available for comparable money but started out costing significantly more when they left the showroom.

Is the thrill of driving a pristine, delivery-miles-only car outweighed by the satisfaction of knowing that buying second-hand puts even more desirable machines within reach and that someone else's wallet has already taken the biggest hit of depreciation?

If you've made a clever used car purchase and it has put a smile on your face that's bigger than the dent in your bank balance, we'd love to hear about it at autocar@haymarket.com.



MATT BURT HEAD OF CONTENT

matt.burt@haymarket.com @Matt_Burt_

THIS WEEK

News to share? Call 020 8267 5351/5782 e-mail tom.webster@autocar.co.uk

OFFICIAL PICTURES



S-Class cabrio guns for

■ Mercedes' new luxury soft-top unveiled in 577bhp S63 guise ■ 5.5-litre V8 ■ 0-62mph in

Mercedes-Benz is promising supercar-like performance, an opulent driving experience and unmatched levels of interior luxury with its S63 4Matic Cabriolet – the 577bhp twin-turbocharged 5.5-litre V8-powered, four-wheel-drive model that spearheads its new S-Class Cabriolet line-up.

Pictured here ahead of a planned Frankfurt show debut, the 2110kg four-seat rival to the Bentley Continental Speed Convertible is claimed to hit 62mph in 3.9sec, placing it ahead of many performance-orientated open-tops for off-the-line accelerative ability.

The car, which also produces 663lb ft, returns 27.2mpg and CO₂ emissions of 244g/km.

As sister model to the new S-Class Coupé, the S-Class Cabriolet is the sixth and final member of the S-Class line-up. It is the first four-seat luxury drop-top model from Mercedes since the 112 series, which ceased production in 1971.

The S-Class Cabriolet adheres closely to the look established by the S-Class Coupé. The two share the same front-end design, including optional LED headlights encrusted with Swarovski crystals for the indicators and daytime running lights.

To accommodate what is described as the largest fabric roof applied to a current production car, the cabriolet adopts a new windscreen with greater rake and a more substantial frame for added rollover protection. The multi-layer roof can be opened and closed in a claimed 20 seconds at speeds of up to 37mph.

Developed in Mercedes' new wind tunnel, the car promises a drag coefficient of just 0.29. Double-glazed side windows and a butyl outer roof layer are claimed to provide class-leading noise suppression.

At 5027mm long, 1899mm wide and 1417mm high, the

S-Class Cabriolet will seat four in open-top luxury



S63 Cabriolet's large fabric roof can be opened or closed in 20 seconds



Bentley

3.9sec ■ On sale in UK early next year

cabriolet's dimensions mirror those of the coupé.

Inside, the two individual rear seats are electrically adjustable. Options include Mercedes' turbulence-reducing Aircap system, which extends out of the windscreen header rail. Airscarf neck-level heating is also available.

The cabriolet rides on a modified version of the coupé's platform. A revised aluminium bulkhead behind the rear seats supports the automatically extending roll bars, while reinforcement within the floorpan adds rigidity.

The cabriolet will come with the choice of two petrol

engines from the start of UK sales early next year.

Included is a 449bhp twin-turbocharged 4.7-litre V8 in the S500 Cabriolet. It drives the rear wheels through a standard nine-speed automatic gearbox. No performance figures have been revealed, but combined fuel consumption of 33.2mpg is claimed, with average CO₂ emissions of 199g/km.

Although not yet confirmed, Mercedes-Benz also plans to add a 621bhp twin-turbocharged 6.0-litre V12 to the new S-Class Cabriolet line-up in a plush S65 Cabriolet.

GREG KABLE

E-Class to join Mercedes-Maybach line-up

MERCEDES-BENZ IS set to expand its newly formed Maybach sub-brand line-up to include a plush new extended-wheelbase version of the upcoming fifth-generation E-Class.

The new range-topping E-Class, caught here testing in prototype form ahead of a likely unveiling at next year's Beijing motor show in China, is set to form part of a three-model Mercedes-Maybach line-up alongside the recently introduced extended-wheelbase S-Class and a luxurious new Range-Rover-rivalling GLS Maybach due for launch next year.

Autocar understands the new E-Class Maybach is set to be powered by a 417bhp version of the AMG-developed twin-turbo 4.0-litre V8 petrol engine, as recently launched in the facelifted G500. Other



SPY SHOT
MERCEDES E-CLASS

powertrain options are also planned, including a petrol-electric plug-in hybrid set-up offering a zero-emissions range of up to 31 miles, according to sources at the German car maker.

Sporting a significantly longer wheelbase than the standard new E-Class, the model will be offered with individual rear seats similar to those in the Mercedes-Maybach S-Class.

Mercedes-Benz has traditionally produced a

long-wheelbase version of the E-Class, although up to now it has been sold exclusively in China, where it is produced at Mercedes-Benz parent company Daimler's joint venture partner, Beijing Automotive Industry Corporation (BAIC).

The existing E400 L Hybrid, built by BAIC, has a 140mm longer wheelbase than standard E-Class models at 3015mm – or just 20mm shorter than that of the standard S-Class. **GK**



DS 4 reborn as hatch and

Revised DS 4 hatch has been joined by a new Crossback variant and a line-up of refreshed engines

PSA Peugeot Citroën's DS brand has given the DS 4 a major makeover. The model gains a freshly styled nose, new headlights with xenon and LED technology, a refreshed engine line-up and more paint and trim options.

In addition, DS has created two models out of one. In place of the original single variant, there's now a choice of two distinct versions: the standard-issue five-door hatchback, which has a normal ride height, and the new Crossback, which rides 30mm higher and has more rugged styling, including larger wheels, cosmetic skidplates and roof bars.

Both versions of the new 4 will be front-wheel drive only and the engine range is made up of three turbocharged petrol engines and three diesel motors. A six-speed manual gearbox and a six-speed torque-converter automatic are the two transmission options.

In the UK, the Crossback will be available with one trim level and a choice of two engines.

Eric Apode, vice-president for products and business development at DS, said the new 4 line-up is intended to compete with "established premium C-segment cars such as the Audi A3, BMW 1 Series and Volvo V40".

Apode added that crossovers based on premium C-segment cars were now accounting for 30% of sales, with the traditional hatchbacks dropping from 50 to 40% of sales. This market shift was the inspiration behind the decision to build the Crossback, he said.

As well as getting the new DS family face, more exterior chrome trim and significantly improved headlights, the new 4 gets a new 7.0in colour touchscreen, which allows "two-thirds of the dashboard switches" to be removed.

Options include CarPlay

for compatibility with iPhones and mirroring for Apple and Android mobile phones as well as the 'DS Connect' system, blind spot warning, keyless entry, a reversing camera, massage seats and an upmarket Denon hi-fi.

Additionally, the 4 now has the option of four roof colours and nine body colours, which equates to 38 different combinations. Nappa leather door panels and semi-aniline leather trim are again optional. Both versions get a 'wrap-over' windscreen as standard.

For the hatch, the entry-level engine is the 119g/km turbocharged petrol PureTech 130 S&S unit, which offers 128bhp and 170lb ft and is mated to a manual gearbox. The 163bhp, 130g/km THP 165 petrol engine produces 177lb ft from 1400rpm. Top of the petrol range is the 207bhp, 138g/km THP 210 variant.

There are three diesels,



DS 4 Crossback aims to capitalise on the popularity of crossovers

all tagged BlueHdi. They come with 118bhp (100g/km), 148bhp (103g/km) and 178bhp (115g/km) outputs. The most powerful one produces 295lb ft and has the auto as standard.

In the UK, the Crossback will be offered with only the PureTech 130 engine and manual 'box or the BlueHdi 120 with either the manual or auto.

The new 4 makes its debut at the Frankfurt show on 15 September. Prices will start

at £19,500 for the entry-level PureTech 130 manual model, rising to around £25,500 for the range-topping BlueHdi. The new DS 4 goes on sale in the UK from November.

The company says it has sold 115,000 DS 4s since the car was launched in 2011. That makes up around 20% of all DS models sold since the brand was introduced with the DS 3 hatchback in 2009.

HILTON HOLLOWAY

Regular hatchback DS 4 is joined by a higher-riding model



crossover



HILTON HOLLOWAY

Is DS heading in the right direction?

THE DS 3 WAS launched in 2009 as a rather effective rival for the Mini and Fiat 500.

Citroën quickly followed that up with the DS 4 and DS 5. Both were based on older-generation PSA Peugeot Citroën platforms – and they suffered for it.

When the DS brand was officially spun off as a standalone company last year within the PSA combine, it looked a bit confused and hastily executed.



However, DS has accounted for 508,000 sales up to August this year and the future looks a lot better organised. By 2020, there will be six DS models on sale and five of those will be all-new.

DS has a long way to go, but with PSA's excellent EMP2 platform to play with and an impressive engine line-up, it might yet manage to carve out a profitable niche.

Indeed, DS claims the recently facelifted 5 has prompted 75% of buyers to opt for the top two trim levels. It's this kind of uptake of showroom options (and therefore high-end margins) that really makes a premium brand.

I understand that future models will have money and effort expended on their interiors and exteriors, rather than hard-fought investment cash being used to get into a Germanic technology war.

A luscious all-leather interior might appeal to many customers who care nothing about the specification of the rear axle.



Live and let buy: DB9 Bond special

ASTON MARTIN HAS created a new special edition of the DB9 to celebrate the firm's appearance in the upcoming James Bond film Spectre, for which Aston has made a bespoke model called the DB10.

The DB9 GT Bond Edition is based on the DB9 GT, which is the last hurrah for the DB9 before its replacement, the DB11, arrives next year.

A total of just 150 examples of the DB9 GT Bond Edition will be produced. The mechanical specification of the car is shared with the standard DB9 GT, so power comes from a normally aspirated 540bhp 5.9-litre V12 engine. The

0-62mph time is 4.5sec and the top speed is 183mph.

The Bond Edition gets bespoke 20in 10-spoke gloss black alloy wheels, bright aluminium for the bonnet vents, grille and side strakes, a front splitter and rear diffuser made from carbonfibre, and special grey brake calipers.

Inside, there are sill plaques with the 007 logo and Bond-themed embroidery. A whole host of special accessories are also being offered by Aston to go with the car, including luggage and a special Omega watch with an Aston strap.

The car is available to order now priced from £165,000.

SPY SHOT

MG GS



MG's new GS SUV hits UK streets


The MG GS SUV has been spotted testing on UK roads, having been unveiled at the Shanghai motor show in April. It's already on sale in China and a UK introduction is earmarked for early next year.

The GS rides on a new scaleable SUV architecture developed in partnership with SAIC. At 4500mm in length, it is 73mm longer than a Volkswagen Tiguan.

From launch, an

in-house-developed turbocharged 2.0-litre four-cylinder petrol engine will be offered with 217bhp and 258lb ft. This mule was testing a 168bhp turbocharged version of the 1.5-litre four-cylinder engine from the MG 3.

The MG 6's 1.9-litre diesel is also earmarked for the GS, which will be offered with front or all-wheel drive and a six-speed dual-clutch automatic gearbox.



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Audi Q1 will be the first out of the blocks, with a debut next March

AUTOCAR
IMAGE



Q1 leads VW Group SUV charge

New compact SUVs are on the way from Audi, Seat, Skoda and Volkswagen, priced from £14,000

The Volkswagen Group is set to boost its presence in the booming compact SUV market with new models from each of its volume brands.

New five-seat SUVs will be sold by the group's Audi, Seat, Skoda and Volkswagen brands. The SUVs will share their basic underpinnings but take differing guises. They will rival the likes of the Mazda CX-3, Nissan Juke and Vauxhall Mokka in what has become one of Europe's most lucrative market segments.

The various new SUV models have been conceived to sit below the Audi Q3, production version of the Seat 20v20 concept, Skoda Yeti and Volkswagen Tiguan. They will be priced to start from between £14,000 and £20,000 and be offered with the choice of either front or four-wheel drive.

This move by the Volkswagen Group will further increase its reliance on the widely used MQB platform and aim to bring greater economies of scale to its global production activities.

The strategy is similar to that used by Audi, Seat, Skoda and Volkswagen with their price-sensitive A1, Ibiza, Fabia and Polo models, with each relying on a common platform, driveline and electronic matrix.

The spearhead for the Volkswagen Group's compact SUV offensive is the upcoming Audi Q1. Scheduled to make its public debut at the Geneva

motor show next March, it will precede similar-sized but lower-priced models from Seat, Skoda and Volkswagen, each with their own, distinct exterior and interior designs.

The starting point for the Q1 and its siblings is the short-wheelbase MQB platform, as used by the three-door Audi A3. It uses a 2601mm wheelbase, compared with the 2637mm wheelbase of the five-door A3. Audi engineers involved in the Q1's development say its suspension has been developed to accept wheels of up to 19in.

Among the engines planned for the new baby SUVs is a range of three-cylinder and four-cylinder petrols and diesels ranging in capacity from 1.0 to 2.0 litres. They will be mated to either a six-speed manual or a seven-speed dual-clutch automatic gearbox.

The Audi and Volkswagen versions will also be offered with a plug-in-hybrid powertrain similar to that used by the A3 e-tron and Golf GTE. This will provide them with an electric zero-emissions range of up to 31 miles.

The VW Group's new SUVs are expected to have similar dimensions to the Volkswagen T-Roc concept that was wheeled out at the 2014 Geneva show, at about 4200mm long, 1830mm wide and 1500mm tall.

GREG KABLE



JOHN MCILROY

Rivals are setting out their stalls first

Honda HR-V is priced to start at £18,000 to rival VW and Audi



MANY OF THE Volkswagen Group's rivals have been able to get baby SUVs to market ahead of the German giant – but that hasn't stopped them thinking about the VW Group's newcomers. In fact, the latest wave of baby SUVs – ostensibly rivals for the Nissan Juke and Renault Captur – have tried to nudge their prices upwards in expectation of where the likes of Audi and VW will pitch their SUVs.

That's why cars like the Mazda CX-3 and Honda HR-V have ended up with price ranges starting from £17,500 and £18,000 respectively, compared with the Juke and Captur at around £14k. As the baby SUV market develops, manufacturers believe

that customers will view such cars as more premium alternatives to regular superminis, instead of similar-priced rivals.

There are a few reasons for this. First, they hope that lifestyle-conscious buyers will be willing to pay a bit extra. Second, the majority of these cars will be sold on PCP finance deals, so what really matters anyway is not just the list price but also the resale values. And finally, there is the tantalising possibility for manufacturers that if the supermini-sized SUVs are bumped up a bit, even smaller, city car-based models could slot in at prices that make them commercially viable.



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Note range: URBAN 45.6-67.3mpg (6.2-4.2L/100km), EXTRA URBAN 62.8-88.3mpg (4.5-3.2L/100km), COMBINED 55.4-78.5mpg (5.1-3.6L/100km), CO₂ emissions 119-93g/km.

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OFFICIAL PICTURES



Detachable roof turns Fractal from 'urban coupé' into roadster

Fractal previews eVADER tech

EV concept showcases Peugeot's latest cutting-edge interior and sound symposer safety system

Peugeot will reveal the second generation of its i-Cockpit interior design language with this Fractal concept at this month's Frankfurt motor show.

The two-door, four-seat concept, described as an 'urban coupé', is powered by two 168bhp electric motors – one located on each axle – with a combined output of 335bhp.

Peugeot says the concept has a range of up to 280 miles on a single charge. The motors are fed from a lithium ion battery pack mounted in the centre of the car.

Measuring 3.81m long by 1.77m wide, the concept, which features a removable roof, sits on 19in 'Tall&Narrow' wheels and weighs just 1000kg.

Peugeot says the Fractal can hit 62mph from rest in 6.8sec.

The minimalist cabin features a small steering wheel with integrated touchpads that can be used to control most infotainment functions. The 7.7in holographic head-up display and 12.3in digital instrument cluster can be customised by the driver.

Switches either side of the driver control the powertrain, while another 7.7in horizontal touchscreen forms part of the small centre console.

Peugeot says more than 80% of the interior has been created using 3D-printed components. The design was inspired by the materials and surfaces used in auditoriums and recording studios.



The interior was inspired by materials used in recording studios

The Fractal features a next-generation sound system, which Peugeot says can create the illusion of direction with sound, such as when delivering navigation instructions. The seats of the concept feature a 'tactile' system for delivering bass sound.

The concept also has the ability to alter its ride height. A ground clearance of 11cm in the city is reduced to 7cm on motorways in order to improve aerodynamics and thereby conserve battery life.

One of the most important features of the Fractal

concept is its digital sound signature, which is used to alert pedestrians and cyclists to its presence. The sound is a response to forthcoming European legislation that states that all electric vehicles must make some sort of sound while driving by 2019.

Peugeot is one of a number of car makers that collaborated on the eVADER project, an EU-funded initiative to develop a sound symposer system for EVs.

In incorporating the eVADER system into the Fractal, Peugeot has all but confirmed that it is working on a next-generation EV. Currently, the firm only has the iON electric city car.

DARREN MOSS

Conventional SUV styling for next Peugeot 3008



SPY SHOT
PEUGEOT 3008

THE NEXT GENERATION of Peugeot 3008 has been spotted testing ahead of an expected launch in early 2017.

Despite being heavily camouflaged, the second-generation 3008 appears to have ditched the chunky styling of the first generation in order to adopt a more conventional SUV look. The new model features a low side window line and a sloping roofline and is expected to take inspiration

from the Quartz hybrid crossover that was revealed at last year's Paris show.

Even though the exterior of the 3008 looks set to change, the cabin of the popular family car is likely to remain much the same, with reports suggesting that it will take on a similar appearance to that of the 308.

The new 3008 is reported to be based on the same platform as the 308 SW, which will allow for an increase in rear legroom

over the current model. It is also likely to come with Peugeot's latest generation of engines, which could include the 1.2-litre three-cylinder petrol unit used by the 308 SW.

One engine that is not likely to be carried over is the diesel hybrid, which has recently been dropped from the current 3008 range. Instead, a petrol plug-in hybrid is more likely for the next version of the family crossover.



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Fuel consumption in mpg (l/100km) for the Kia cee'd 'SR7' 5-door petrol: Urban 33.6 (8.4), Extra Urban 58.9 (4.8), Combined 46.3 (6.1).

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Newey/Red Bull road car could be launched in 2018

AUTOCAR
IMAGE



Newey ponders electric power

Red Bull tech chief looks to electric powertrains for his road car project as AMG moves to be involved

Adrian Newey's road car could be launched as a pure electric model, with hybrid spin-offs set to follow after the initial launch in around 2018.

While insiders continue to insist that the Red Bull F1 team's chief technical officer has yet to get the green light to develop the car beyond the concept stage, latest reports suggest that he is spending an increasing amount of time on the project, on which he is working with Aston Martin.

Newey has a free role within Red Bull Technologies to work on projects of his choosing. Earlier this year he was said to be taking an active interest in working with Ben Ainslie Racing on its America's Cup sailing project, but insiders have

suggested that the road car has since taken priority.

Although Newey is still said to be working on various concepts for his first production car, he is reported only to be interested in undertaking the project if he can break new ground in terms of advancing technology and driver involvement. He is said to view the impact made by the McLaren F1, designed by Gordon Murray and launched in 1994, as his inspiration on both measures.

As such, launching a hybrid hypercar four years after the McLaren P1, LaFerrari and Porsche 918 Spyder were sold out is reported to hold little appeal for Newey. Instead, he is said to be considering how to harness the potential benefits

of electric power using the latest technologies, thereby potentially building an era-defining all-electric supercar.

However, sources suggest that Aston Martin shareholder Mercedes-Benz wants to be involved in the project, both to create a connection with Red Bull's younger audience and to have a technical involvement in what could be a landmark product. As such, it is said to be pushing for its performance arm, AMG, to work with Newey and for the car to be built with the potential to be run as a hybrid post-launch, potentially combining a V8 petrol engine with electric propulsion, as well as a pure electric model.

Mercedes R&D boss Thomas Weber recently revealed to Autocar that AMG was already working on hybrid powertrains for 2020. Weber cautioned that AMG's customers weren't yet ready to pay more for the technology but said the increasing pressure to reduce emissions meant that the manufacturer had to develop hybrid powertrains that changed perceptions. "In our development department, we are already planning for the time when we will have to offer something special," he said.

JIM HOLDER

Red Bull's possible route to Merc engines

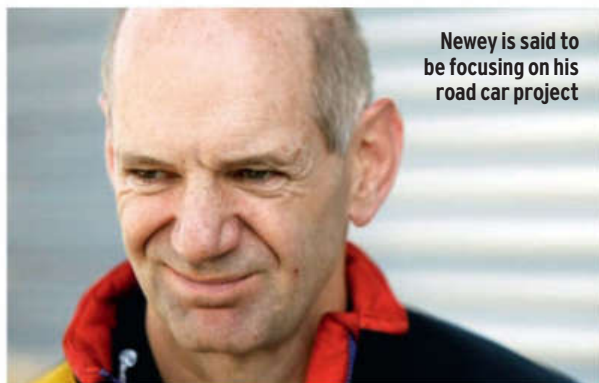


ALTHOUGH ADRIAN Newey's road car project is said to be independent of the brand's F1 team, it is inextricably linked because of the race team's desire to switch from Renault to Mercedes engines next season – revealed by Autocar in June – and the fact that it is thought highly likely that Aston Martin would sponsor the F1 team if it did so.

Talks regarding the switch are said to be ongoing but have been delayed because Renault has a contract with Red Bull to supply F1 engines until the end of the 2016 season. Reports on

whether Red Bull has a performance clause in its contract that allows it to dump Renault are mixed. A further complication is that Mercedes doesn't have the capacity to supply more than the four teams it currently supports.

However, Renault is said to be considering buying out either Lotus or Force India and establishing itself as a works team again. Both teams are Mercedes-powered at present, and a purchase of either would almost certainly trigger a split from Red Bull while at the same time freeing up a supply of Mercedes powertrains.



Newey is said to be focusing on his road car project

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ford.co.uk/fiesta



Go Further

Hybrid 911 would help
Porsche to hit CO₂
targets for 2020

AUTOCAR
IMAGE



Petrol-electric 911 due in 2018

Porsche looks to hybrid power for its next-generation sports car; all-electric version also possible

Porsche engineers are currently working on how to package a hybrid powertrain within the 911's body. The move is partly in order to lower CO₂ emissions for the model's eighth generation, which is due in 2018.

Porsche's 911 product line director Erhard Mössle

said: "There are discussions. It's clear that we have to do something. We have to meet the CO₂ regulations in 2020.

"The Volkswagen Group needs an answer to Tesla. The technology available is not far away from meeting our goals for such a car in terms of range and charging speed."

Porsche already has hybrid

powertrains in its Cayenne SUV and Panamera saloon, with both cars using the same supercharged 3.0-litre petrol engine in combination with an electric motor. The 918 Spyder also features a hybrid powertrain, which mates a 4.6-litre V8 engine with two electric motors.

As well as the option of a

hybrid model, Porsche is also considering an all-electric version of the 911 in the same vein as the Audi R8 e-tron.

However, this model is not seen as a guaranteed production car. Mössle said Porsche would need to "look at what is the right time and whether there is the need for it. It's expensive and you

never know if you will get your money back."

The next 911 will sit on a modified version of the MMB platform used by today's car and will feature only mild styling changes. "The 911 is always an evolution, not a revolution," said Mössle. "It will always be step by step."

DARREN MOSS

'Adventurous' look for Toyota's new crossover

SPY SHOT
TOYOTA C-HR



FURTHER CONFIRMATION that Toyota is planning a production version of its C-HR concept car has come with this spy shot of the new crossover out testing.

Disguised prototypes have been spotted on two different continents. Both test cars appear to show that the two-door coupé style of the C-HR concept has been translated into a more conventional five-door layout for the production car.

Other than this change, the car looks to be sticking

closely to the concept's polarising looks in a bid to break into the hotly contested crossover category. Potential customers are said to have favoured the concept's looks over more traditional interpretations of the crossover theme.

The C-HR's styling was developed in response to a demand from company boss Akio Toyoda for Toyota's designers to be more adventurous. Recent designs for Lexus, Toyota's luxury brand, are the product of

the design studio's initial response to Toyoda's demand.

The new crossover is expected to be revealed at the Geneva show next March.

New Toyota UK president Paul van der Burgh declined to comment on specific launch plans for the crossover but said: "The high growth rate of sales of that sort of vehicle would be very good for us. The concept was excellent and the styling in particular stood out. If such a product were to launch, I'm confident it could be a best seller."

HOT IBIZA SET FOR FRANKFURT

Seat is expected to unveil a production version of the Ibiza Cupra at this month's Frankfurt motor show. The hot hatchback is likely to use an engine similar to the 189bhp 1.8 TSI unit found in the Volkswagen Polo GTI.



PLUG-IN GRANT EXTENDED

The government's £5000 Plug-in Car Grant scheme has been extended until at least next February. The deal was initially capped at 50,000 vehicles – a tally that is set to be reached in November – but that limit has been lifted.





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SPY SHOTS

VAUXHALL
INSIGNIA

Next-gen Insignia goes global

More interior space and improved refinement promised for GM's second-generation large hatchback

The next-generation Vauxhall Insignia will grow in size as it morphs into a truly global model.

The new Ford Mondeo-rivalling five-door hatchback, caught here undergoing tests in Germany, will be sold in Europe, the US and China under Vauxhall, Opel and Buick badges.

It's thought that the second-generation Insignia is about 12 to 15 months away from making its public debut. The biggest change is expected to be a small stretch in the car's wheelbase.

Although the new car's

styling theme won't change much from that of the original, the swooping roofline is higher at the rear and the tail end is wider behind the rear wheels.

As well as increasing rear space and making it easier to access the rear cabin (thanks to the taller door apertures the design allows), the Mk2 Insignia will get a bigger and more user-friendly boot.

A new tailgate design and redesigned tail-light clusters should help to ensure that the car has a boot that is deeper, wider and taller than before, as well as matching the 565-litre capacity of the Skoda Superb.

Under the skin, the Insignia is based on a moderately updated version of General Motors' familiar Epsilon 2 architecture. In the European markets, the most important engine upgrades will be the debut of the new 1.6 CDTi diesel engine in the Insignia, replacing today's economical but unrefined 2.0 CDTi unit.

With a newly engineered installation, GM will be targeting best-in-class refinement for the diesel Insignias. The new 1.6 CDTi engine will be offered in a range of outputs, starting at 136bhp and rising to around 170bhp.



Raised roofline and a wider rear end will yield more space inside

Today's Insignia is already available with GM's new 1.6-litre SIDI turbocharged petrol engine in 168bhp form. This engine will also be offered in two lower-powered versions.

The Insignia will be offered

with a new eight-speed automatic transmission, which is expected to improve overall fuel economy by around 3% compared with the six-speed manual versions.

HILTON HOLLOWAY

Fortwo cabrio reveals smart three-way drop-top



SMART HAS ADDED a cabriolet version to its all-new Fortwo city car line-up, complete with a novel new roof arrangement.

The two-seat cabriolet's 'tritop' fabric roof can either be slid halfway back with the rear screen built into it still up, or fully folded down onto the tailgate along with the rear screen, at which point the two roof rails can also be removed and stored in the boot to turn the car into a full convertible.

The roof, which is offered in a choice of three colours, can be slid fully back in 12 seconds, even when the car is travelling at its maximum speed. It can also be opened from outside the car using the key fob.

The cabriolet shares its look with the standard fixed-head Fortwo on which it is based. The Mercedes-Benz-owned brand has, however, improved rigidity underneath in order to compensate for the lack of a fixed metal roof.

A steel cross-brace has been added under the car, reinforcements have been added to the A-pillars and the front and rear bulkheads have been beefed up. The result is a car that is 15% stiffer than its predecessor.

The engine range of the Fortwo cabrio is shared with the hard-top, meaning a pair of three-cylinder petrol units are offered: a normally aspirated 70bhp 1.0-litre unit and an 89bhp 0.9-litre turbo.

TALISMAN ESTATE REVEALED

Renault's Laguna replacement, the Talisman, has been revealed in estate form ahead of its Frankfurt show debut. The Talisman will go on sale in Europe in the first half of next year in saloon and estate forms but won't come to the UK.



SEVEN-SEAT SSANGYONG SPIED

A seven-seat version of the Ssangyong Tivoli has been spotted testing. The mule, which is much longer beyond the C-pillars than the standard Tivoli, appears to be based on the XLV concept revealed at last year's Geneva motor show.



Front has been totally reworked to feature Kia's corporate grille



OFFICIAL PICTURES **KIA**

New Sportage wises up

Kia's all-new SUV will go on sale in the UK next February with smarter looks and cleverer technology

The fourth-generation Kia Sportage has been revealed with a brand-new look ahead of the car's public debut at this month's Frankfurt motor show.

The new Sportage has totally new styling at the side and rear, although the biggest changes are at the front end. The headlights are no longer integrated into the grille, as they are on the outgoing Sportage, but now sit higher up on the sides of the bonnet. This leaves the now-familiar Kia nose, which features on most of the company's range, with a stand-alone grille.

A larger lower grille, with a silver-coloured kickplate on the lower edge, also features and the foglights sit in a larger cluster than before.

At the side, the Sportage retains its traditional SUV-like look but has a marginally more raked profile than its predecessor. The wheel arches are more pronounced and there's a sharp line running along the side doors.

Kia says the car's rear look is inspired by its 2013 Provo concept, with a strong crease running horizontally across the bootlid between the rear light clusters. The indicators

and reversing lights are lower than before, in a separate cluster on the rear bumper.

The new Sportage is also likely to get a significantly upgraded cabin compared with the old version. Kia UK boss Paul Philippott said this was partly as a result of feedback from owners of the current car.

"We recognise that for a more demanding audience, issues such as interior quality, refinement and ride and handling are essential," he said. "All of those aspects have been addressed. We have done this because of what our customers have told us."



Rear design has been influenced by Kia's Provo concept from 2013

Renaultsport Méganes receive power boost



RENAULT IS BOOSTING the power and cutting the starting price of the Mégane Renaultsport for the 2016 model year.

The cheapest Mégane Renaultsport model available now is the 275 Cup-S, which not only gets a boost of 10bhp to 271bhp compared with the outgoing 265 model but also now starts at £23,935.

As with previous Renault Cup models, the new version comes with an uprated chassis that features stiffer suspension. It also gets

a mechanical limited-slip differential, red brake calipers and a stiffer anti-roll bar.

These tweaks come in exchange for some of the higher-level equipment, such as satellite navigation, rear parking sensors and camera, auto lights and wipers and dual-zone climate control.

The 275 Nav gets all of this and directly replaces the old 265. The pricing is unchanged from the previous version's and starts at £24,935.

Deliveries will start at the beginning of November.

Q&A PAUL PHILPOTT, CEO, KIA UK AND IRELAND

How much will the new Sportage cost?

"We will not reveal pricing or specification until closer to launch in February next year, but while we want to remain competitive in our sectors, we will have to reflect the fact that there is a lot of new technology and features in the new car, so undoubtedly there will be a premium over the outgoing model."

**Are you planning to expand Sportage into a wider family?**

"The compact SUV segment is growing all the time, but we feel with new engines, new transmissions and a stunning new face that it [the Sportage] will continue to grow in its marketplace. We are looking at possibilities in other parts of the growing SUV market and we will deal with those opportunities in due course."

What are the engine plans? Could there be a plug-in variant of the new Sportage?

"Our R&D team have plans to launch 22 eco variants in our range by 2022 – so you never say never, but there will be no plug-in at launch."



There will be one design of interior, although the size of the infotainment screen will alter with trim level. There will also be far fewer buttons on the centre console.

Kia has said the new Sportage's cabin will have a "rich material quality" to give it a more upmarket feel, and it will feature technology from elsewhere in the company's range, such as wireless phone charging and a system that helps when reversing into traffic. Top level trims will come with a high-end Harman Kardon audio system.

Details of the full engine range are set to be announced at the Frankfurt show, but the Sportage is set to have a brand-new turbocharged four-cylinder petrol engine. It is also set to carry over several of the units from the similar-sized Tucson from Kia's sister company, Hyundai, including the 113bhp 1.7-litre diesel and two versions of the 2.0-litre diesel, in 134bhp and 181bhp formats.

TOM WEBSTER

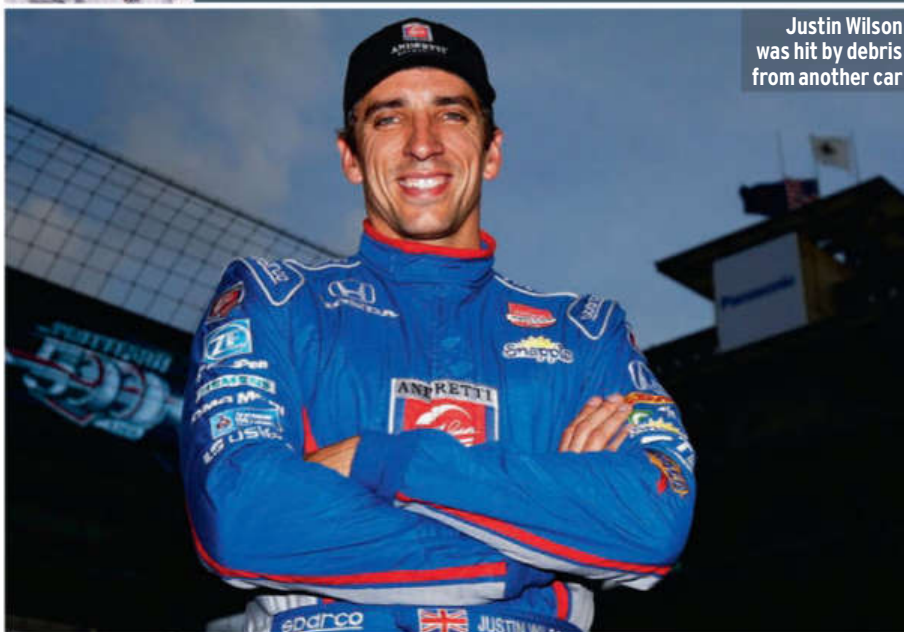
Kia Sportage prototype first drive p32

Tester's Notes

Matt Prior



Justin Wilson was hit by debris from another car



Justin Wilson's donated organs saved six lives after he was killed racing at Ponoco Raceway in the US on 23 August. It was the only positive on a grim day for motorsport.

Something else positive might yet come out of it. Had the kind of accident Wilson suffered – a head trauma after a competitor's broken, airborne nosecone hit him – been a one-off, it might have been dismissed as just a freak incident.

But it isn't a freak. In July 2009, Henry Surtees was killed in a Formula 2 race when a tyre collided with him. Less than a week later, Felipe Massa was seriously injured when a spring hit his helmet. In 2013, Maria de Villota succumbed to the complications she suffered after her Marussia F1 car hit the tail-lift of the team's service truck. And F1's Jules Bianchi entered a coma last year, from which he never recovered, after colliding with a trackside vehicle.

Justin Wilson's death feels like it has taken single-seat racing to its HANS moment

This number of head injuries can no longer be dismissed as freak accidents and motorsport, thankfully, knows it. This week former Marussia F1 driver Max Chilton wrote: "It's time to get cockpits protected." Trevor Carlin, boss of an eponymous race team that runs in six single-seater formulae up to GP2, agrees: "If there are obvious solutions, we should pursue them and we should do so quickly and with serious intent."

F1 has dismissed the idea of completely enclosed cockpits.

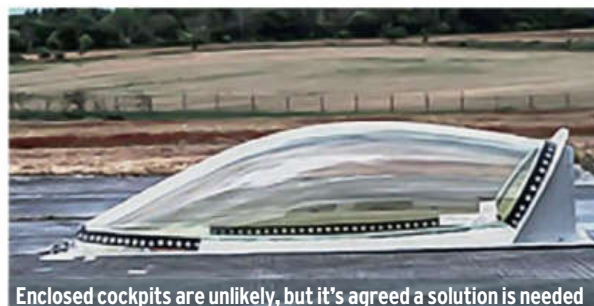
The motorsport's governing body, the FIA, found they make it harder to extract a driver from a crashed car, so the safety downsides outweigh the benefits. But our sister title Autosport reports that introducing some kind of protective structure has returned to the agenda.

The problem with a conventional roll cage, which the FIA has also investigated, is that, although it's effective, drivers can't see around it easily, and single-seaters are already hard enough to see out of.

Mercedes AMG F1, then, has apparently proposed something that looks a bit like a loo seat, protruding from the bodywork above the driver's head, with a single, thin, central stay at the front. Another idea comprises lots of upright stays around the cockpit, each so thin that they barely obstruct a driver's view.

Neither sounds elegant, but early HANS devices – shoulder-mounted head restraints to prevent spinal injuries – weren't perfect, either. Wilson's death feels like it has taken single-seat racing to its HANS moment, the point where prominent drivers, engineers and team owners are prepared to stand up and say things need to change.

This time it feels like momentum is with them. "I can definitely see the day this will happen," FIA technical director Charlie Whiting told Autosport. "We have to persevere."



Enclosed cockpits are unlikely, but it's agreed a solution is needed

New TVR: sales hit

THE NEW TVR sports car has already sold out for 2017. The revived TVR brand said it has taken 250 deposits in just six weeks.

TVR announced in June it was going back

into production, with Gordon Murray Design and Cosworth Engineering as key partners.

Deposits are still being taken, but new orders won't be delivered until 2018.



AUTOCAR IMAGE

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NEW MG6 Fuel Consumption mpg (l/100km): Urban: 52.3 (5.4), Extra Urban: 68.8 (4.1), Combined: 61.4 (4.6) CO2 Emissions 119 g/km.
MG3 Fuel consumption mpg (l/100km): Urban: 37.7 (7.5), Extra Urban 57.6 (4.9), Combined: 48.7 (5.8), CO2 Emissions 136 g/km.

Models shown - NEW MG6 DTI-TECH-TL in Passion Red at £17,995. MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. Metallic paint, an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £13,995 applies to the MG6 S. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. *'From' prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption values shown are based on official EU test figures and are to be used as a guide for comparative purposes and may not be representative of actual driving results. *Conditional Sale, 0% APR representative available on selected New MG3 and New MG6 models until 1st October 2015. A minimum deposit of 50% of the cash OTR price applies. Finance by MG Financial Services, a trading style of GMAC UK plc, PO Box 6666, Cardiff CF15 7YT, subject to status, availability and terms and conditions. Applicants must be aged 18 or over at participating dealers. Please see your local dealer for details. Full details also available at www.mg.co.uk/offers



A Week In Cars

Steve Cropley

Design Q's work
has transformed
this 2004 Maserati



MONDAY

Picture this: you've bought a car you enjoy but don't like looking at. Your choices would normally be to sell it or live with its visual inadequacies, but businessman John Lee recently chose a third option for his much-loved 2004 Maserati 4200 Spyder: to improve its looks. He searched the net and found, by huge coincidence, a group called Design Q, not only based in his hometown of Redditch but also with Maserati connections of its own. He commissioned them to give his car a new face.

Design Q's founders, Howard Guy and Gary Doy, are known in these pages for the Jensen SV8 they created at the end of the 1990s. The project failed, but the design was good enough to catapult the pair to success, and they've been flat out since designing aircraft interiors, superyachts and secret car concepts. Occasionally they take on bespoke projects like this one, which is why, a few days ago, I stood in a huge Birmingham airport hangar viewing what is now a very 2015-looking '04 Maser with new-look bumpers, side skirts, diffuser, rear deck, tail-lights and subtle black-outs all over,

Egan's work readied Jaguar for a 'reluctant' 1990 sale to Ford, before it was sold on to Tata

a six-month transformation. "I'm delighted," said John Lee, seeing it for the first time. "It's even better than I hoped." Thus a discerning customer is satisfied and an 11-year-old Maser gets a new tilt at stardom.

Justin Wilson

There are no positives when a much-admired racing driver dies, but despite the awfulness of Justin Wilson's accident, my memories of him are fundamentally happy: lots of driving, lots of laughing. As one of 900 who helped to buy him an F1 drive via Justin Wilson PLC back in 2003, I'll always be proud of what he achieved.

TUESDAY

More DVLA efficiency. When I visited the agency's Swansea HQ recently to trade my tattered paper licence for a plastic one, staff warned of a three-week delay. The postman brought my new card three days later.

WEDNESDAY

Couldn't sleep, which reminded me of a conversation I'd had a few months ago with car-nut friends about automotive alternatives to counting sheep. One friend recommended listing Porsche model numbers (901, 904, 908, 911, 912...), but I didn't know enough of those to make it last. Another suggested Detroit V8 capacities in cubic

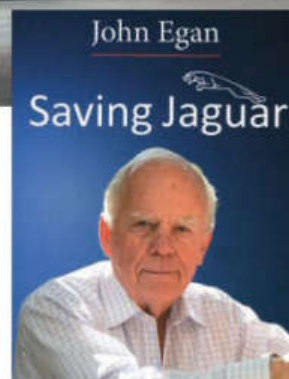
inches (260, 273, 283, 289, 302, 340, 351...), but I know from previous experience that you run out of puff at 500. Last night I found a new way: recalling the overblown names of early US automatics (Powerglide, Hydramatic, Cruise-o-matic, Powerflite, Torqueflite, Turboglide, Dynaflo and more). It worked. I slipped into a simple world of Yank tanks, every one with chest-high tailfins.

THURSDAY

A nice Chargemaster bloke called Matt visited us in Gloucestershire today to assess the suitability of the wiring in our 1880s house for an electric car charging point. Before fitment, the company likes to know your electricals are okay, to avoid overloads that might spur an unwanted visit from the fire brigade. I was worried on two scores, that we might not get the go-ahead and that our house wiring might be generally shot. All fine, said Matt. Felt as if I'd passed an important exam.

FRIDAY

I've just finished reading Sir John Egan's absorbing book, *Saving Jaguar*, which describes



the all-action decade, 1980 to 1990, during which, as Jaguar's CEO, the author freed his iconic company from the dead hand of British Leyland, battled the anti-progress tendencies of union bosses, revitalised car output and productivity and floated his company on the stock exchange. As things turned out, his work also readied Jaguar for a "reluctant" 1990 sale to Ford, before it was subsequently sold on to Tata in 2008.

It's no surprise that the book paints Egan's achievements in a rosy light, but as a reporter who was on the spot at the time, I found it truthful. I especially enjoyed the freewheeling way Egan got stuck into people he didn't like. He writes with a rare ease and clarity, too. As the Steering Committee will attest, I couldn't put this book down.


steve.cropley@autocar.co.uk
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FIRST DRIVES

This week's new cars

BMW 730d

26.8.15, Portugal Sixth-generation luxury saloon ramps up the refinement and technology to take on the class-leading S-Class

QUICK FACTS

PRICE £64,530
ON SALE NOVEMBER



FIRST DRIVE





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Official fuel consumption for the ŠKODA Octavia Hatch range in mpg (litres/100km): Urban 34.9 (8.1) - 72.4 (3.9), Extra Urban 52.3 (5.4) - 88.3 (3.2), Combined 44.1 (6.4) - 80.7 (3.5). CO₂ emissions for the ŠKODA Octavia Range: 149 - 90g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.



The sixth-generation BMW 7 Series looks set to make quite an impact on the luxury car ranks when it goes on sale in November following a debut at the Frankfurt motor show.

As befits its status, the new four-door comes loaded with a host of new technologies, including lightweight carbonfibre construction solutions, new petrol and diesel engines, the latest in internet-supported connectivity, various autonomous driving and safety features and an optional smart key that allows you to monitor functions such as fuel range and interior temperature from the palm of your hand.

Also available with an autonomous parking function that enables you to step out and park the car at the press of a button, the 7 Series aims to challenge the dominance of the Mercedes-Benz S-Class and provide stiffer competition to the Audi A8,

Jaguar XJ and Lexus LS than the seven-year-old model it replaces.

The new 7 Series, which comes in both standard and long-wheelbase guises, receives an evolutionary design with a bolder face than before. It lacks the outright presence of some rivals, but a sleeker form provides a class-leading drag coefficient of 0.24. Combined with a new 3.0-litre in-line six-cylinder diesel engine in the rear-wheel-drive 730d driven here, the shape contributes to exceptional claimed fuel economy of 62.8mpg and CO₂ emissions of just 119g/km.

At 5098mm long, 1902mm wide and 1478mm high, the new 7 Series is the same width as its predecessor and just 19mm longer and 7mm higher in standard-wheelbase guise. The long-wheelbase variant is a further 139mm longer – 18mm more than its predecessor – at 5238mm. Both variants share the same wheelbase

measurements as those of the outgoing models, at 3070mm and 3210mm respectively.

The 7 Series' construction incorporates a number of load-bearing carbonfibre-reinforced plastic components, including the header rails, sills, B-pillars, centre tunnel and C-pillars. Further weight savings include new aluminium doors (weighing 12kg less than before) and an aluminium roof. As a result of these and other changes, the new 730d weighs 85kg less than the outgoing 730d, at 1755kg.

From launch, the 7 Series will be offered with the choice of two new six-cylinder engines, both mated to an eight-speed automatic gearbox which operates in conjunction with the sat-nav for greater efficiency.

The B57 engine used here by the 730d develops 76bhp and 45lb ft more than the N57 unit it replaces, with 261bhp and 457lb ft. Along with

economy and CO₂ figures that better those of the old 730d by a staggering 12.4mpg and 29g/km, it endows the new model with the same 6.1sec 0-62mph time and 155mph top speed as its predecessor.

BMW has always endeavoured to make the 7 Series the most engaging car in its class to drive, often at the expense of outright comfort. For this sixth-generation model, however, the focus has shifted. Agility and sportiness remain at its core, but it is now supported by additional levels of comfort, making it more limousine-like than any 7 Series before it.

A new suspension system, which now has air springs front and rear, rather than just at the rear, means the new model adopts continuously variable damping control, automatic self-levelling and an ability to alter the 135mm ride height on the go at the push of a button. In Sport mode the ride height is automatically →



The 730d's 3.0-litre six-pot produces 261bhp and 457lb ft yet manages a claimed 62.8mpg; spacious rear cabin is the most luxuriously well appointed of any 7 Series yet



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Electro-hydraulically operated roll bars are available as part of an optional Executive Drive Pro function on most models, bringing faster damper reaction times for improved ride comfort, a more progressive build-up of lean and reduced body roll.

Once on the move, the 730d is reassuringly muscular and refined. Its six-cylinder diesel engine provides lively acceleration and gathers speed in a wonderfully nonchalant manner on a pegged throttle. It can get a little vocal in manual mode if you hold on to lower gears longer than necessary, but in automatic mode the gearbox shifts up well before engine noise becomes an issue. Unsurprisingly, the long-legged gearing means the 730d feels most at home on the motorway.

Four different drive modes are now offered via an optional Driver Experience Control function, including a new Comfort Plus mode. You can also dial up Comfort, Sport

and Adaptive, the last of which seems the most logical for everyday driving.

In Comfort Plus mode, the new BMW is much quieter and noticeably smoother than its predecessor. The suspension is far less sensitive to surface coarseness and has greater ability to sponge away bumps, making it a more relaxing and unruffled way in which to travel.

Crucially, the softer-riding traits of the new car do not compromise its handling. In Sport mode, superb damper tuning provides excellent body control and truly impressive B-road ability for such a big car. Grip levels are also high.

Allied to the suspension is a new electro-mechanical steering system, which reverts to a fixed-ratio rack in place of the variable-ratio rack of old. As fitted to our test car, there's also an optional rear-wheel steer function, providing up to 3deg of countersteer for added manoeuvrability in town, or 2deg of parallel steer for greater agility on the open road.

Having earlier praised the system

following a brief run in a prototype, we've got some reservations after trying it on the road. The weighting is light and accommodating, but it lacks the consistency of the earlier example when turning from dead-centre. It's fine around town, but the combination of increasing assistance and weighting can be more of a hindrance than help at higher speeds.

Among the highlights of the new, more luxurious interior are sumptuous new seats, new digital instrument graphics that change colour depending on the driving mode, a new multi-function steering wheel and revised switchgear. There's also a fifth-generation iDrive system with a new touchpad and touchscreen, which can be operated with pinch, point and swipe commands, or via the rotary dial on the centre console.

Optional gesture control is also offered. It uses a sensor to detect hand movements that control functions including the volume of the stereo and the acceptance or rejection

of calls. An upgraded speech control system is also available.

Despite the incremental increases in exterior dimensions, there's a feeling of greater accommodation both in the front and in the rear – the latter of which feels truly expansive in long-wheelbase guise.

Overall, the new 7 Series is a significantly improved car. Its evolutionary styling may not move the game along, but its classy cabin, high-tech underpinnings, added space and dazzling range of options elevate it to a new level of excellence.

In 730d guise, it delivers strong performance and impressive refinement with outstanding economy. Most important, it provides an engaging driving experience while delivering much-improved comfort. It is equally as compelling from the driver's seat as it is from the rear quarters. Be careful in choosing those options, though. From its base price of £64,530, the new BMW soon becomes a much pricier proposition.

GREG KABLE



Optional smart key (top) monitors certain functions; the swift, refined and comfortable 730d is also surprisingly agile on B-roads



BMW 730D

Mixes luxury, tech and comfort with an adept, engaging chassis and outstanding economy



Price	£64,530
Engine	6 cyls in line, 2993cc, diesel
Power	261bhp at 4000rpm
Torque	457lb ft at 2000-2500rpm
Gearbox	8-spd automatic
Kerb weight	1755kg
0-62mph	6.1sec
Top speed	155mph
Economy	62.8mpg (combined)
CO ₂ /tax band	119g/km, 21%

QUICK FACTS
PRICE £17,750 (EST)
ON SALE FEBRUARY



Kia Sportage

2.0 GDi 3 auto

27.8.15, California Prototype drive provides some early insights into what to expect from the all-new version of Kia's crossover sales hit

The all-new Kia Sportage will go on sale in the UK next February, and this drive gives an early taste of it in prototype form. We're here to take part in some hot-weather testing in California's Death Valley, the car makers' go-to location when searing temperatures are needed in order to exercise a car's cooling systems – for both powertrain and cabin – to limits unlikely to be seen by any Sportage sold over here.

Britain's liking for the current Sportage is a fine demonstration of the ingredients that are priorities for many car buyers. It looks stylish. It's good value for money. It's on trend, being a crossover. And it's safe to buy because it comes with the back-up of a seven-year warranty.

That it's fashionable has a lot to do with why the Sportage has become, unusually, Kia's best seller. If you're a marque pitching cars on value, it's more often the models at the lower end of the range that sell best.

And yet the outgoing Sportage is actually rather average. It doesn't do anything badly, but it doesn't do much especially well, either. Had it looked nondescript, it's highly likely that it would have been an also-ran. So style is very obviously vital to this crossover's continued success.

Not that we're much wiser about that today, because the prototype is disguised with glassfibre and a vision-dizzying body wrap.

Cooling systems apart, there'll be no testing anything to the limit here. That's partly because these cars are a long way from representative in any area except their (excellent) air conditioning, and partly because these tests require us to travel at no more than 50mph, and often at

speeds well below that. It's harder on the cooling systems that way.

Nevertheless, it's possible to glean some useful impressions of how this new Sportage will be. The interior has a better finish, benefiting from higher-quality materials and a more sophisticated look. It's a little roomier, too. The load bay's occupation by a bulky suite of tech hardware makes it harder to judge its size, though, and there can be no folding of the rear seats today to inspect the resulting hold. But they certainly appear adequately scaled.

The cabin's civility appears to be matched on the road. This being a test for North American models, there are no diesels, only petrol engines that we may not get. The most interesting of these is a 2.0 GDi turbo, which serves its urge smoothly from low speeds, although high revs sound busy in this prototype. Its automatic gearbox, meanwhile, shifts with the vigour of a sleepy pensioner. It's clearly work in progress, and there is no chance for us to try a manual.

By contrast, the steering is usefully sharper than before and weights up more consistently under load, while the chassis produces keener responses. European Sportages will get their own variable-rate steering set-up, making these observations less relevant, but we're likely to see improvements in precision.

Tidier cornering is sure to translate to the European versions, too. It's more assured through bends, doesn't roll much and feels reassuringly stable. The primary ride over larger bumps is absorbent and well controlled, but small bumps intrude. This and the limited body roll suggest that the ride of this prototype may be

a bit firm for Britain, but there will be European chassis settings, too. Road roar is quite noticeable on this prototype but will probably diminish.

Despite these criticisms, it's easy to see that there's a lot right with this car, and the prototype's rough edges are likely to have been polished out by the time new Sportages arrive in the showrooms. Expect an agreeable, easy and capable drive, and to enjoy the experience in an interior that's a lot more pleasurable to sit in and use.

Kia may have a reputation for styling its cars with an appealing flourish, but it's also methodical about improving them. So we can be pretty confident that the new Sportage is going to be better made, more sophisticated and a more satisfying drive than the previous model. And if you like the styling of this latest Sportage as much as the last, then the reasons for shortlisting it have just lengthened.

RICHARD BREMNER

KIA SPORTAGE 2.0 GDI 3 AUTO

Prototype crossover promises better interior quality, more room, assured handling and an easy drive



Price	From £17,750 (est)
Engine	4 cys, 1999cc, turbo, petrol
Power	175bhp
Torque	195lb ft
Gearbox	6-spd automatic
Kerb weight	na
0-62mph	na
Top speed	na
Economy	na
CO ₂ /tax band	na



Under the disguise is a slightly more raked profile than today's model; cabin trim has improved and the interior is a little roomier



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The official fuel consumption figures in mpg (l/100km) for the Renault Clio Dynamique 1.2 16V 75 are: Urban 39.2 (7.2); Extra Urban 60.1 (4.7); Combined 51.4 (5.5). The official CO₂ emissions are 127g/km. EU Directive and Regulation 692/2008 test environment figures. Fuel consumption and CO₂ may vary according to driving styles, road conditions and other factors.

Monthly payment shown based on £2,247 customer deposit with £400 deposit contribution, 36 monthly payments of £149, and an optional final payment of £5,664. Finance provided by RCI Financial Services Limited, PO Box 149, Watford WD17 1FJ. Subject to status. You must be a UK resident (excluding the Channel Islands) and over 18. Terms and conditions apply. Visit renault.co.uk for full details. Offer cannot be used with other offers and is available on featured new vehicles when ordered and registered before 30 September 2015. Offer based on 6,000 miles per annum excess mileage of 8p per mile inc VAT. Participating dealers only. Clio shown has optional Flame Red Renault i.d. metallic paint, available at an additional £595. Excludes Expression and Renaultsport models.

QUICK FACTS

PRICE £28,075
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Hyundai Tucson 2.0 CRDi

27.8.15, Northumberland New Qashqai rival puts the emphasis on easy-going real-world ability

The new Hyundai Tucson is the latest in a long line of crossovers to go toe to toe with the class-leading Nissan Qashqai. It is, in effect, a slightly larger replacement for the now-superseded ix35.

Even before turning a wheel, the Tucson has much in its favour. For example, it comes with a five-year, unlimited-mileage warranty. That eclipses the vast majority of its rivals, which typically feature three-year, 60,000-mile warranties.

There's a sense from the outset that the Tucson has been designed to be painless to live with. From its simple push-to-open fuel filler door to the easily dropped rear seats, every aspect appears pleasingly straightforward.

Hit the road and this theme continues. Urban and country roads are tackled with ease, rarely troubling the driver and passengers. The 2.0-litre diesel engine doesn't feel particularly muscular, despite producing 275lb ft, but it rarely frustrates, isn't overly intrusive and grants adequate acceleration.

That's in part thanks to a precise, easily shifted six-speed manual gearbox, with its well-spaced ratios. An automatic four-wheel drive system, which can send up to 50% of the available torque to the rear, provides plenty of traction.

Carrying speed through corners proves no major issue, either, because the Tucson has a keen front end and impressive body control. It rides in a fine, well-damped fashion, too, but this version, with 19in wheels, was a little harsh over broken roads.

There's little in the way of feedback through the steering, though, and the woollen feel around the dead-ahead is a further negative, but it's otherwise precise and well weighted. Braking power is decent and easily modulated, with a satisfyingly snatch-free response at lower speeds.

Some may find this Hyundai's lack of engine and steering verve disappointing but, given the Tucson's intended market, it's not a huge strike against it. That said, although there's not much here for the keener driver, there is pleasure to be found

in the way the Tucson smoothly, competently and comfortably gets down the road.

The cabin is hardly inspirational to look at but scores for practicality. There's stacks of room, plenty of storage space, comfortable seating for five adults and a vast load bay. Equipment levels are impressive, too, helping to justify the £28k list price somewhat. As standard, this Premium version includes dual-zone climate control, sat-nav with an 8.0in display, DAB radio, cruise control, heated seats all round, traffic sign recognition and automatic emergency braking.

Only dull, hard and easily marked plastics let the cabin down – a shame when you consider the attention to detail elsewhere. A full-size spare wheel is standard, for example, and bag hooks in the load bay reduce the chances of spilling the weekly shop.

This diesel may not measure up on the efficiency front, though. Hyundai claims 54.3mpg, but following our test across a mix of roads, the trip computer reported an average of

38.2mpg. That would still result in a range of more than 520 miles, though, thanks to a 62-litre tank.

Those in the market for a crossover should definitely consider the smart, capable, practical and likeable Tucson – but not in this particular specification.

We'd go for the SE Nav version instead, with the quieter and more efficient 1.7-litre diesel. It doesn't do away with too many luxuries and, in the real world, doesn't feel much slower than the 2.0-litre diesel tested here. More pertinent, it'll cost you some £5000 less.

Admittedly, that model isn't available with four-wheel drive, but that's unlikely to spook many buyers. Put some of the saving towards a set of winter tyres instead and enjoy.

LEWIS KINGSTON

HYUNDAI TUCSON 2.0 CRDI 136PS PREMIUM 4WD

Majors on practicality and benefits from a long warranty, but lower-spec versions are the better bet



Price	£28,075
Engine	4 cyls, 1995cc, diesel
Power	134bhp at 2750-4000rpm
Torque	275lb ft at 1500-2500rpm
Kerb weight	1662kg
Gearbox	6-spd manual
0-62mph	10.9sec
Top speed	114mph
Economy	54.3mpg (combined)
CO ₂ /tax band	139g/km, 25%



Practicality and equipment are the Tucson's main draws inside; you can carry decent speed through corners, but it isn't engaging

NEW WAVE OR OLD STAGERS?

A used Ferrari for the price of a new BMW? Used Jaguar or new Peugeot? And that's just the half of it. We line up four 'new vs used' contests, from £20k to £95k

PHOTOGRAPHY STAN PAPIOR



Patience is a virtue. That shiny new performance car you drooled over in our road test a few years ago may have been agonisingly unattainable back then, but while you've been busy living your life, it might have gently edged into your price range thanks to the irresistible force of depreciation.

If this feature was purely about bang for your buck, it'd be a clean sweep for our four used cars. They all outgun their new rivals in the power stakes. But it's not that simple. The latest tech, freshest styling and lower running costs could easily tempt you back towards the new car instead in each contest here.

We've come to a Cold War airfield to sort this one out. Time to reach for the big red button... ➔

NEW **VS** USED



MINI COOPER S **VS** VW GOLF GTI



NEW Mini Cooper S 3dr **USED** Volkswagen Golf GTI DSG 5dr (2013)

Price today	£18,840	£20,799
Price when new	£18,840	£28,895
Engine	4 cyls, 1998cc, turbo, petrol	4 cyls, 1984cc, turbo, petrol
Power	189bhp at 4700-6000rpm	258lb ft at 1500-4600rpm
Torque	206lb ft at 1250-4750rpm	227bhp at 4700-6200rpm
Gearbox	6-spd manual	6-spd dual-clutch auto
Kerb weight	1235kg	1405kg
0-60mph	6.9sec	6.5sec
Top speed	146mph	155mph
Economy	49.6mpg (combined)	44.1mpg (combined)
CO ₂ /tax band	133g/km, 21%	149g/km, 24%

Twenty grand for a hot hatch. Easy decision, no? Buy a Ford Fiesta ST and pocket some change. But there's something the Blue Oval can't deliver, and that's premium appeal. 'Premium' may be a winceworthy word around these parts, but few are totally immune to its lure. So in a bid to have our cake and eat it, we've chosen two rapid hatches that add a layer of gloss to their go.

And it's a story of little(ish) and large. Today's Mini is far from petite, but our Volcanic Orange Cooper S is still a full 418mm shorter than the used Volkswagen Golf GTI against which it is pitched here. With three doors, the 189bhp Mini retails at £18,840. Our specced-up example costs £24,415, but choose the popular Chili Pack (highlights: 17in alloy wheels, dual-zone



Cooper S is more overt in its hot hatch visual extras

air-con, half-leather seats, switchable driving modes) instead of our car's optional extras and the price comes to £20,740.

For £20,799, you can buy an early (read 2013) Mk7 Golf GTI with 15,000 miles on the clock – comfortably within its three-year, 60,000-mile warranty. With two more doors than the Mini. And a dual-clutch automatic gearbox, adaptive damping, parking sensors and 18in wheels. Not to mention the Performance Pack that adds 10bhp for a 227bhp total, an electronically activated limited-slip differential and uprated brakes. Our Mini does have adaptive damping (a £375 option), but still, little David had better bring his slingshot for this battle.

Inside, they take wildly different approaches to 'premium', the Golf's trademark understatement clashing with the Mini's barmy architecture. Personal preference wins here, but for what it's worth, the Mini's set-up tries far too hard by my reckoning. The Wurlitzer-style coloured lighting arc around the 8.8in multimedia screen, relaying the likes of driving mode, revs or parking distance, is a case in point. But the gap in quality isn't huge. Both feel solid, with just a few more sections of hard plastic to be found in the Cooper S. The Mini has the firmer seats and more under-thigh support, but both are comfortable, and the VW's tartan →





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← upholstery and slightly lower seating position work in its favour.

With four 6ft 2in occupants, both cars accommodate rear passengers without interference (although the Golf offers a couple of inches more legroom), but only the VW will seat a fifth. If the wriggle needed to access the Mini's rear seats poses a problem, £600 buys two more doors, but there's no avoiding the fact that its boot is just over half the capacity of the VW's, whether the 60/40-splitting seats are folded or not.

The Cooper S's exterior would need to wear wing-mounted water pistols to match its interior lunacy, but it still looks fairly outrageous next to the consistently restrained Golf. Effort has clearly been made to harden the traditionally cute Mini's look, resulting in some heavy-handed touches such as the pair of gobby low-level brake ducts. Still, on looks alone, you'd assume it was the quicker car.

That's not the case: the Golf reaches 60mph 0.4sec sooner, in 6.5sec. But the gap is less than you might expect, given the (admittedly 170kg heavier) VW's 20% power advantage. The Golf's 2.0-litre turbo four needs to be worked but, past 3000rpm, momentum builds strongly all the way to the 6750rpm limiter. There's a fair amount of lag, though, and you couldn't call the noise it makes anything more than slightly sporty.

Shirking pocket rocket conventions of low capacity and high revs, the Mini has the same

engine size and configuration as the VW, but it employs them altogether differently. It pulls well from a mere 1750rpm and yields a tasty sweet spot at 4000-5000rpm before tailing off at higher revs. There's less lag and a louder, racier sound. Both engines are quiet at a cruise – a state into which each car settles nicely.

The gearboxes on offer are, of course, chalk and cheese. VW's six-speed DSG is, as always, blindingly slick, whether moping around town, chasing auto shifts up the rev range or overriding with the paddle shifts. In the drivetrain's Sport mode, the otherwise clinical operation of the gearbox gains a little fun, with blarting upshifts and blipped downshifts. The latter also feature in the Mini's rev-matching six-speed manual gearbox, whose shifts feel slightly synthetic but can be executed quickly.

Both cars skip a bit over low-speed lateral ridges (even with dampers in Comfort mode) but it's the Golf that gains more pliancy with pace. The Mini's ride becomes a bit reactive as speeds climb, but not unsettlingly so and far less than its bouncing predecessor. This means that you can comfortably goad the engine along B-roads, where the steering – overly light in Normal mode but artificially heavy in Sport – tightens at the top of second and third to reassure you that you're at the helm of a little front-drive nutter. Its turn-in is marginally the sharper of the pair, and although it leans a bit through



You get a greater sense of immediacy driving the Mini



Golf feels a little subdued even when you drive it hard

corners, it feels utterly stable in doing so, the front wheels gripping gamely.

On the same roads, the Golf's steering is nicely weighted in Sport mode (which, unlike in the Mini, is fully separable from drivetrain and chassis settings), but you feel quite isolated from the speeds you're generating. Yes, the GTI is rapid across country, but the engine and gearbox – and the fancy diff that seems to unprogressively chime into action during cornering – leaves me a little cold next to the more visceral, gung-ho, have at 'em Cooper S. And that's just the spirit that we want – nay, need – from our hot hatches. Your sensible hat says the boot is too small and shies away from the over-egged styling, but the new, larger Mini is a respectably practical car, and shouldn't a hot hatch look a bit rowdy?

You can pick up a three-door manual GTI without the performance extras from about £18,000. That would be a closer call. But I'd still take the Mini.

RICHARD WEBBER



Interiors reflect their dynamic characters: VW's (on left) is restrained, Mini's characterful; both have a quality feel

NEW **VS** USED

NEW Peugeot RCZ R

USED Jaguar XKR (2011)

Price today	£32,250	£30,750
Price when new	£32,250	£77,845
Engine	4 cyls, 1598cc, turbo, petrol	V8, 5000cc, supercharged, petrol
Power	266bhp at 6000rpm	503bhp at 6000rpm
Torque	243lb ft at 1900-5500rpm	461lb ft at 2500-5500rpm
Gearbox	6-spd manual	6-spd automatic
Kerb weight	1355kg	1656kg
0-60mph	6.1sec	4.6sec
Top speed	155mph	155mph
Economy	44.8mpg (combined)	25.2mpg (combined)
CO ₂ /tax band	145g/km, 24%	292g/km, 37%



PEUGEOT RCZ R **vs** JAGUAR XKR



Oh for heaven's sake, at least make it a fair contest. Sure, the Peugeot RCZ is an attractive car and at its best in the 266bhp R form you see here. It has a fizzy turbocharged 1.6-litre engine, keen front-wheel drive handling and a real limited-slip differential and it costs not much more than £30k. All of which is competitive. All of its numbers are consistent with those of its peers in the new car market.

But, er, well. If you want to see an example of how unfair on new metal the used car market can be, take a look at the other £30k-ish car on this page. It's also an attractive 2+2 coupé with hopeless rear seats, but the similarities just about finish there. It's a four-year-old Jaguar XKR, a rear-wheel-drive coupé with a 5.0-litre supercharged V8 that would usually make

503bhp. Usually, that is, had owner Edward Boyden not had its induction and exhausts breathed on to help it make about 600bhp.

So what more do you want to know? That seems to about wrap things up, to me. I like the RCZ R quite a lot. Latest 208 GTi aside, I think it's the best car the company has made for an extremely long time. But which car enthusiast at which car magazine is going to recommend a 1.6-litre front-driver over one with rear-wheel drive, a supercharged 5.0-litre V8 and the staggering shortage of traction for which Jaguars are known?

Still, let's have a go, eh? The Peugeot deserves that much at least, because it is, let's face it, pretty. It's pleasing enough inside, too, with decent, supportive seats and a wide range of steering column adjustment, compensating →



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AUDI RS3/RSQ3 » 420+ BHP (+DE-LIMIT)
AUDI S3 / GOLF R » 373+ BHP (+DE-LIMIT)
AUDI 3.0TDi (ALL MODELS) » 315+ BHP
AUDI 3.0 Bi-TDi (ALL MODELS) » 380+ BHP
AUDI Q7/A8 4.2 TDi » 400+ BHP

BMW

M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618+ BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M135i/ M235i » 402 BHP
M4/M3 3.0T » 520+ BHP
M5 F10/M6 (STAGE 1) » 680 BHP
M5 F10/M6 (STAGE 2) » 730 BHP
F10 520D » 240 BHP
F10 530D » 305 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP

316D/216D/116D » 160 BHP
318D/218D/118D » 225 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
535D / 335D / X5 SD » 355+ BHP
640D/335D/535D/435D » 390 BHP
730D » 305+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 305 BHP
X6 X5.0i 4.4 » 500+BHP
X6 M50D/X5M50D/550D » 450 BHP

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A250/C250 » 260 BHP
A45/CLA45 » 420 BHP
C300 HYBRID » 285 BHP
A220CDi/C220CDi/E220CDi » 215 BHP
C350/CLS350/E350/S350 » 315 BHP
E400 /C450 » 420+ BHP
C400 » 400 BHP
'63' 5.5 Bi-TURBO ALL MODELS » 690+BHP
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP
S65 (W222) » 780 BHP
SL65 BLACK » 720+ BHP (+DELIMIT)
SL65 AMG » 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+BHP
C63 AMG 6.3 » 530+BHP (+DE-LIMIT)

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997 TURBO 3.6 » 625+ BHP
997 GT2 RS » 670+ BHP
996 TURBO/GT2 » 600+ BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
MACAN 3.0D » 315 BHP
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 315+ BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 315+ BHP

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LP560 » 608+BHP
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MCLAREN 650S » 720 BHP
MURCIELAGO LP640 » 707 BHP
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MASERATI Ghibli 3.0 PETROL » 400 BHP
MASERATI Ghibli 3.0 DIESEL » 312 BHP
MASERATI GT/QPORT » 438 BHP
MASERATI GT S / MC » 479+ BHP
BENTLEY 4.0 T V8 » 690 BHP
BENTLEY CGT / F-SPUR (INC 2013) » 680+ BHP
BENTLEY GT SPEED (INC 2013 ON) » 695 BHP
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← to an extent for some slightly awkward pedal and gearshift actions.

Where it's better than most other Peugeots in general, and RCZs in particular, is in the way that it drives. Its ride is firmish but far from harsh, and it's impressively composed. It steers pretty fluently, too. There's some torque steer, of course, because the engine is boosty and the limited-slip diff amplifies that sort of thing. But the benefit is traction beyond that expected of a 250bhp-plus front-driver and a degree of mid-corner throttle adjustability. It's a good car.

Slide into the Jaguar and you're not greeted with a gulf in terms of perceived interior quality. This generation of XK went on sale in 2006, and although Boyden's XKR is a 2011 car and does feel classier than the RCZ, the gap isn't as vast as you might think, given the price difference when the XKR was new. This was an £80k car, don't forget.

The Jaguar's seats are flatter than the Peugeot's and the wheel doesn't reach as far, but that's the limit of the RCZ's ergonomic advantage. The Jaguar's control weights are all better – there's no clutch, of course, because this is an auto only – and the Jaguar is a more comfortable place to spend long periods of time.

And you'll want to, because it's rather pleasant to drive. It steers smoothly and rides in that signature way that Jaguars do, with great body control but enough compliance to breathe over bumps. When the XK was new, we said we probably preferred the softer way that the standard, non-supercharged XK drove – it had a lighter engine in its nose, too, so it felt more agile – but it's hard to argue with the way that Boyden's XKR sends itself down the road or lights up its rear tyres. We wouldn't usually do that with an owner's used car, but Boyden, who had a new set of rears waiting at home, made us. We



This isn't just a looker; RCZ R is also good fun to drive



RCZ R's perceived quality compares well with 2011 XK's



For long-distance comfort, the XKR is the place to sit

liked him. The 'zorst he had fitted makes a pretty sensational sound, too. An XKR always sounds good. This one has about 35% extra Nascar.

I know what you're thinking, though. If you buy a new car and you buy it on finance, you might not own it outright yet but you don't own any of its problems, either. So if it goes wrong, it's frustrating, but you hand it back and they lend you something else until it's fixed. All true.

And a 1.6-litre car with a combined fuel economy figure of 44.8mpg – even though you're not going to get that – will be vastly more frugal than one with a four-year-old supercharged V8 that has since been turned up by 20%. True, too.

But if you buy a four-year-old Jaguar through the firm's approved used scheme, they'll throw in a two-year warranty. You'll also find that there's a large support network for cars like the XK, including the Jaguar Enthusiasts' Club, through which we found Boyden. Not that they should need support too often; Jaguar was scoring highly in JD Power customer satisfaction surveys at the time and owners report XKR's are pretty trustworthy.

Check that any potential purchase has decent service history and that every single electrical system works, but the things that go wrong seem to be niggles, not biggies. Boyden's car seems to be in good fettle; call him on 07904 028763 and he might even sell it to you.

Really, though, what we're comparing here isn't just two cars, but two ways of life. One's a buy-it-new-and-forget-about-it daily driver. I can understand why people do that. But the used car represents an investment of time and interest. That's more up my street and would be whether it came attached to a supercharged 5.0-litre V8 or not. That it does in this case is a heck of a bonus.

MATT PRIOR



BMW M4

vs FERRARI 612

SCAGLIETTI



NEW BMW M4 DCT

USED Ferrari 612 Scaglietti HGTS (2006)

Price today	£59,550	£62,990
Price when new	£59,550	£187,745
Engine	6 cyls in line, 2987cc, twin-turbo, petrol	V12, 5748cc, petrol
Power	425bhp at 5500-7300rpm	540bhp at 7200rpm
Torque	406lb ft at 1850-5500rpm	434lb ft at 5250rpm
Gearbox	7-spd dual-clutch automatic	6-spd automatic
Kerb weight	1572kg	1870kg
0-60mph	4.1sec	4.4sec
Top speed	155mph	196mph-plus
Economy	34.0mpg (combined)	13.6mpg (combined)
CO ₂ /tax band	194g/km, 33%	475g/km, 37%

NEW **VS** USED



A tantalising match-up, this one. It's rare that Maranello and Munich face off on equal terms, but here we have it: a pair of 2+2, front-engined, rear-wheel-drive super-coups from BMW and Ferrari costing around £60,000 apiece.

The Ferrari 612 Scaglietti (2004-2011) cost more than £210,000 by the end of its tenure, but this left-hand-drive, HGTS Pack-equipped 2006 example is for sale by VVS UK in Cranbrook Common, Kent, for £62,990. After only 18,000 miles, it has shed £125,000, but that's for someone else to worry about, because their loss gives us a full complement of 12 glorious, V-mounted, naturally aspirated cylinders to pitch against the M4's mere six.

But the M4 makes the most of those six cylinders, eking out 425bhp from its twin-turbocharged 3.0 litres. Indeed, it's a proper tech-fest under the M4's skin, with switchable modes for the dampers, engine, optional dual-clutch automatic gearbox and electric power steering, as well as a carbonfibre-reinforced plastic driveshaft. The car charges to 60mph in 4.1sec yet returns a remarkable 34.0mpg combined.

By comparison, the 612 is old hat. It does have dual-mode adaptive dampers, but the optional self-shifter is the single-clutch automated manual 'F1' transmission, which now seems awfully long in the tooth. The steering is old-school hydraulic, too, but that'll draw more cheers for feel than jeers for the slight economy penalty.

Ah yes, economy. Although, at 4.4sec, the 612 is almost as quick as the M4 to 60mph, its combined

economy figure is 13.6mpg, dipping to 8.8mpg in town. Cringe. And the 612's CO₂ emissions mean annual road tax of £505 (or £290 if registered before March 2006). These numbers didn't matter to its first owner but probably will to its next.

You'll pay £1300 for a minor service on the 612 at official dealer Maranello Sales in Surrey, or £1600 for a major service, and a change of timing belt (due every five years) costs £2900. Independent specialist Foskers in Kent quotes £900 for a minor service, £1500 for a major one and £954 for a belt change. For the M4, it's around £320 for a minor service and £1130 for a major at Berry Heathrow BMW, but a timing chain means no expense there.

Ferrari Approved cars up to 10 years old get a two-year warranty as standard, but any example – subject to qualifying criteria of mileage, condition and history – is eligible for a Ferrari-backed warranty up to 12 years after registration. Cover costs £3120 per year on our 612, with discounts for loyalty and claim-free years. And indications are that tidy examples such as this may gently increase in value, whereas we expect the M4 to have shed around £30,000 after three years.

Originally berated for awkward styling, the 612's voluptuous looks have softened with time, contrasting with the aggressively styled M4's origami ducts, bulging bonnet and naked carbonfibre roof. The 612 has the classier cabin, too. Neither skimps on hide, but the BMW can't disguise its workaday roots and still places operability over opulence. With fewer controls to accommodate, the Ferrari manages both.



BMW gives its driver a control layout designed for ease of use and backs it with a sense of solidity and material quality



This Ferrari was originally three times the price of the BMW and it shows in the richness of its well-conceived interior



M4 should be cheaper to run than a 612, but it doesn't have to be...



Ferrari's lines have aged well and its handling is involving



M4 can leave a 612 for dust but isn't quite so rewarding

There are firm, supportive, bewinged seats in both cars, but you sit lower in the Ferrari, peeping over a long bonnet flanked by pointed wings that look like Batman's ears. Sitting behind someone of my own height in the M4, my knees are clear but my head is not. It's the opposite in the 612, but I'd rather splay my knees than have a bent neck. At 445 litres, the BMW's boot is the larger by 205 litres.

Both manage the quarter mile in less than 13 seconds but do so very differently. With engine and gearbox in Sport+, the M4 dispatches an indifferent first 2750rpm before torpedoing you forward, repeatedly slamming into the 7500rpm redline between blink-quick upshifts. Moderate turbo lag is exacerbated by the violence of the acceleration that follows, accompanied by an increasingly agitated induction grumble that's amplified through the speakers. It's not the most inspiring sound, but it is bellicose.

The 612 has a throaty burble at idle thanks to the HGTS Pack's sports exhaust. It pulls comfortably from 1400rpm and builds with slick linearity all the way to the 7400rpm limiter, the V12's hearty bellow gaining volume along the way. But even full-bore upshifts are painfully slow compared with the M4's. Laying off the throttle makes for smoother progress, otherwise you rock in your seat as cogs are swapped, but in auto mode you're required to second-guess the upshift points, something that's even trickier during relaxed driving. Better to use the huge metal paddles – attached to the steering column and longer in

throw and more mechanical feeling than the M4's little wheel-mounted switches. Our M4's razor-sharp £6250 carbon-ceramic discs beat the 612's steel rotors for purchase, but the Scaglietti's brakes are effective nonetheless.

Both of the Ferrari's damper modes round off the lumps and bumps of our battered roads better than any of the M4's three settings, yet, remarkably for a car weighing 1870kg, dive and roll are very well contained, aided by the HGTS-specific rear anti-roll bar. The BMW has 300kg less to stabilise but does so with such aggression that rapid B-road progress has the traction control lamp flickering as the tyres struggle to retain contact. Although the 612 is a big car for such roads, its supplier set-up makes it both more engaging and more comfortable. On a track, however, the BMW would slaughter the Ferrari. It's a matter of priorities.

The BMW turns in more sharply, but its steering feels detached next to the Ferrari's fluid, intuitive and feelsome helm. The M4's mass is front-biased, but the 612's is the opposite, and 85% of the Scaglietti's weight lies between its axles. This pays dividends through bends, the car pivoting about sweetly. Again, the BMW will carry more speed, but the Ferrari is more rewarding.

The 612 is restrained by its gearbox, but there are a handful of manual examples out there. Find one of them and the car offers a wonderfully analogue alternative to the extremely impressive yet categorically digital-feeling M4. It's what we'd do.

RICHARD WEBBER

PORSCHE 911

VS BENTLEY

CONTINENTAL GT



NEW Porsche 911
Carrera 4 GTS

USED Bentley Continental
GT V8 (2013)

Price today	£95,862	£89,850
Price when new	£95,862	£125,000
Engine	6 cyls horizontally opposed, 3800cc, petrol	V8, 3993cc, twin-turbo, petrol
Power	424bhp at 7500rpm	500bhp at 6000rpm
Torque	325lb ft at 5750rpm	487lb ft at 1700rpm
Gearbox	7-spd manual	8-spd automatic
Kerb weight	1545kg	2295kg
0-60mph	188mph	188mph
Top speed	4.4sec	4.8sec
Economy	28.5mpg (combined)	26.7mpg (combined)
CO ₂ /tax band	233g/km, 35%	246g/km, 35%



How often have you been asked what your dream garage is or, worse, your favourite car? And how often have you ummed and erred before coming to a totally different conclusion from the one you arrived at last month? It's a problem, we know. And it's the key problem with this test, because we already know that the Bentley Continental GT V8 and the Porsche 911 Carrera 4 GTS are both dream cars – both four-seat, four-wheel-drive, everyday supercars that will lavish you with feelgood comforts or buzz you with adrenalin as you wish. Deciding which one is better is like trying to find quantifiable reasons why chocolate ice cream might be better than vanilla.

But although it's tempting to shrug and give up, we don't do that here at Autocar. We will make that decision. And with that in mind, the real test for me started away from the →



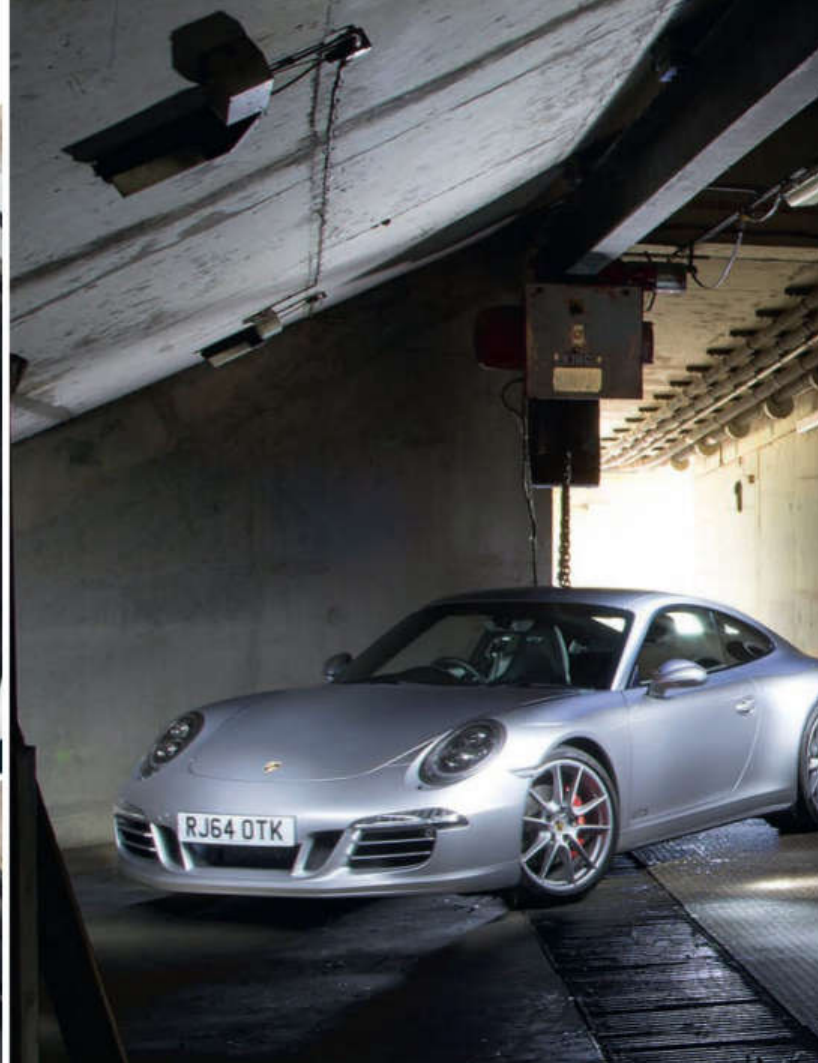
Debate over what should win, and why, can sometimes be as hot as the cars themselves



Driver-focused layout of the 911 makes its sports car remit plain; it all feels solidly built, too



Bentley's opulently luxurious interior is more sporting than sports car, as befits its GT role



WHERE IS THIS PLACE?

OUR LOCATION FOR this feature is Alconbury Weald, a 1420-acre site near Huntingdon that was once part of RAF Alconbury. The airfield was under US control during the Cold War, when it hosted bombers, fighters and the Lockheed U-2 spy plane. Our indoor shots were taken inside Building 210, a self-sufficient, nuclear-hardened command facility that extends several stories underground. Most of the other hangars and outbuildings are now commercially let. Occupying a mile-long stretch of old main runway, Alconbury Driving Centre is run by our host, Paul Staple, and offers driver training to individuals, professionals, corporates and the emergency services.

◀ one-dimensional backdrop of our Cold War runway and out on the B1090.

I went with the Bentley first. Select the more purposeful setting on the adaptive air suspension and eight-speed automatic and revel in the way that the GT punches through corners. Sure, the weighty body takes a moment to settle, and by the time you've reached eight-tenths attitude, you're getting more than a whiff of understeer. But stick to your line and the Bentley sees its way through with more than a dab of sports car finesse to its mostly GT attitude. You can adjust your angle of attack on the throttle, and the light steering has a delightfully accurate, oily-feeling progression.

Even the pitted road surface doesn't deter the Bentley from its mission to thrill without frightening, as it sponges up high-frequency ripples and lopes over undulations, amid a gloriously clear V8 soundtrack. It feels like a proper event, wherever and however you're driving it, and that feeling is bedded in the impressive engineering just as much as it is in the irresistible draw of this car's rich styling and finish – a finish that seemingly hasn't worn much, if at all, in the 22,000 miles and nearly three years that it has been on the road.

So where does that leave the 911? Hardly trailing,

that's for sure. The GTS version of the 911 is our favourite of the Carrera line. It has been hardened without being too hard, exhibits added brashness of style without being too brash and has many of the 'essential' items that would cost extra on a standard Carrera S, such as the sports exhaust and Chrono Pack, not to mention a power boost.

So it's the best of the road-biased 911s. That, surely, makes it about the best £100k sports car without a roll cage? Well, yes. Pretty much. More than anything, it's the dual nature of the 911 that never fails to evoke shock and awe. You can sit in miserable traffic in absolute comfort and refinement, apart from an unnecessarily heavy clutch on the seven-speed manual gearbox, and then open it up on the right road and enjoy instant access to the sort of fingertip precision that you'd generally associate with vastly more single-minded sports cars.

Yes, even with optional £558 adaptive dampers and standard 20in alloy wheels, it's a much more abrupt ride quality than the cushy-feeling Bentley, and it's certainly hard enough to induce the odd wince over sharp-edged or mid-corner bumps. But the pay-off is that you feel keyed in to its responses. You know intuitively just how much lock to apply to hit that apex, the precise moment

you can feed power back in, and the exact level of pressure you need on the brakes as you go into the corner. It speaks to the soul, the 911, and there's not a moment where it's not obvious that it is the more poised, better-handling car here.

Then there's the engine – that unique, metallic-sounding wail, the addictive building of pace as the needle climbs the rev range. For many, the heady shove of low-down torque you get in the Bentley will be more of a kick to use at normal road speeds, but the elastic, long-revving crescendo of the 911's motor is the more satisfying in white-eyed driving.

So that's the two distinctly different characters we're dealing with. But it's not just a question of whether you want the pointier-feeling, faster car in the shape of the 911, or the evocative sports-cruiser that the Bentley embodies so brilliantly. There's money to think about, too.

The Bentley you see here is from the company's official Pre-Owned service, which doesn't just mean free coffee and a handshake but also includes an unlimited-mileage, three-year warranty, factory tour and invites to the same Bentley owner events that anyone buying new model would get. Porsche goes one better, matching the three-year, unlimited-mileage warranty and including three years' European roadside assistance and half a



The 911 comes alive when you're in the right mood to play



There's always a sense of occasion to driving the Bentley, not least because of the depth of its engineering quality

day's driving tuition at Silverstone. The Porsche is also cheaper to service, at £1360 for four years as a basic price, which makes the Bentley's £95 per month fixed-price set-up look expensive, even if it does bring a certain peace of mind that many buying in this stratosphere will cheerfully pay for.

The used Conti's biggest financial advantage is, of course, that it has already taken its initial hit of depreciation: £35,000 of it since 2012. This makes it around £5k cheaper to buy initially and, if the crystal ball of value expert CAP is to be believed, it'll lose a mere £41k next to the 911's forecasted drop of £53k over three years and 30,000 miles.

All of which means that both promise fair ownership prospects and remarkably similar costs, despite one being new and the other used.

With that reassurance, the maths hasn't been overly helpful in solving The Question. So which car is better? It's the Porsche, because nothing else has quite the same remarkable breadth of ability and, on most objective fronts, it is the more accomplished car. But if you were to ask which car I'd take home and live with, I'd take the Bentley. I'd maybe regret it when I found myself on a really good road with about 500kg more than I wanted, but the rest of the time I'd be feeling smug. Really smug.

VICKY PARROTT

Mazda MX-5

Fourth-generation MX-5 heads back to the roadster's roots

MODEL TESTED 1.5 SE-L Nav

- Price £19,845 ● Power 129bhp ● Torque 111lb ft ● 0-60mph 8.4sec ● 30-70mph in fourth 13.8sec
- Fuel economy 46.1mpg ● CO₂ emissions 139g/km ● 70-0mph 58.3m

What do you get when you cross an American wistfulness for cheap British roadsters with a Japanese firm's readiness to speculate and innovate in order to make its global reputation? In 1989 you got 'Mazda Experiment, Project Number Five', which would become the world's fastest-selling sports car.

The idea of an affordable open-top was hardly new to Japan. Preceding decades had seen oddities such as the Datsun Fairlady, Honda S500 and Toyota Sports 800 emerge, often as their fledgling makers' first production models. But by the end of the 1970s, with the demise of such

WE LIKE Spirited performance ■ Balanced, involving handling ■ Excellent packaging ■ Outstanding value



● Tapered headlights have LED sidelights on their inboard edge and LED high and dipped beams. Our only reservation is that they make the car look rather piggy-eyed.



● These small scoops in the lower front valance are for show only. The LED daytime running lights on their inner edge are quite bright and add to the car's on-road presence.



● Body comes with anchorages for a towing eye at the front and back, with the eye itself located in the boot. Front anchorage is more cleverly concealed than the rounder rear one.



● Wheel offering is simple: 1.5-litre cars come on 16in rims, 2.0-litre cars are exclusively offered on 17s. This is the standard 16in wheel; Sport-spec 1.5s get a gunmetal finish.

icons as the Triumph Spitfire, MG B and original Lotus Elan, the segment was assumed to be in decline.

It was these models, though, that Mazda dissected during the MX-5's development, and they are among the reasons why it emerged in 1989 as a small, sub-one-tonne, front-engined, rear-drive, perfectly balanced home run. Ironically, the MX-5's success found a counterpoint almost immediately in the lukewarm reception and ailing sales figures that greeted the all-new Elan which emerged only a few months later, lumbered as it was by a higher price, lumpier looks and front-wheel drive.



The Mazda MX-5 first appeared in 1989

The first MX-5 was arguably the model's dynamic high point. Its successors were generally very good too, but they became progressively more powerful, bigger, heavier and that bit less exciting to drive.

Now Mazda – with its Skyactiv engineering programme in full swing – insists it has returned to the old template. Shorter, lower, wider and – most importantly – lighter, the new MX-5 comes with a choice of either 1.5 or 2.0-litre naturally aspirated petrol engines and the promise of unparalleled 'Jinba ittai' – the manufacturer's catch-all term for oneness between car and driver.

Just as importantly, the car starts at less than £20k, meaning that everyone currently considering a small hot hatch is in the ballpark. Can the new MX-5 do as much as its forebear to turn their heads?

DESIGN AND ENGINEERING



Size and weight were necessarily preoccupations for the project's engineers. No one would describe the original MX-5 as large, yet the new model has been made 55mm shorter still. It's the most compact MX-5 yet and, save for the original, the lightest.

Throughout the development, a rigorous 'gram strategy' was applied to ensure that the roadster had no superfluous mass. Thus the all-new suspension, still consisting of →

WE DON'T LIKE Not as quick as a like-for-like hot hatch ■ Overly light steering ■ Imperfect cabin ergonomics



● Mazda clearly likes concealing things around the diminutive MX-5. Exterior boot release is in the corner of the numberplate recess – where you'd be unlikely to stumble across it.



● Curvaceous, rising shoulderline is less striking with the hood up, but otherwise this is a fine-looking car in its wet-weather and winter mode.



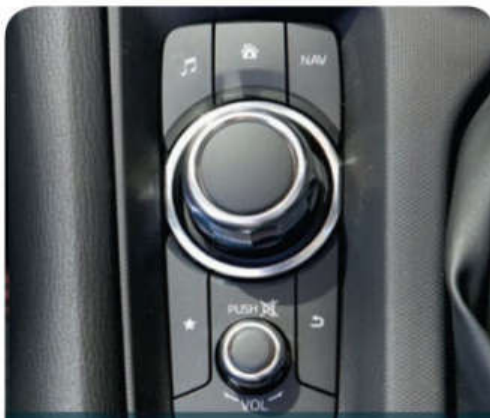
● The roof folds neatly into a space behind the seats. It's neither powered nor covered when stowed but doesn't need to be. You can operate it easily with one hand from the driver's seat.



● With prominent round lights and tapered elements, the LED tail-lights reference the design of the original MX-5 without looking slavish or outdated.



● The MX-5's crisp gearshift is a point of pride for Mazda. The bespoke manual transmission now has the same 40mm throw as the original car.



● Multimedia dial's location makes it impossible to rest your forearm in the ideal position, but it means the gearlever remains ideally placed.



● It may lack sophistication, but tucking the fuel and temperature gauges into one of the dials means the instrument cluster is clean to look at.



MULTIMEDIA SYSTEM

Here the MX-5 benefits from all the hard work Mazda has already done with its infotainment system, but you'll need to skip entry-level SE trim and go straight for SE-L (as most buyers will) to get the now familiar 7.0in touchscreen and Multimedia Commander dial.

In Mazda's larger models, you rarely find yourself tempted to make contact with the touchscreen display, but in the MX-5 it's so close that pressing directly on the desired function is actually preferable to groping slightly behind you for the controller. Either way, the

menu system – in stark contrast to Mazda's previous efforts – is straightforward, and what the screen lacks in response time it makes up for with decent intuitiveness. Thus a smartphone is easy to connect and the sat-nav (still a discrete trim level) is equally painless to use.

The standard stereo isn't anything special, but it's just about brawny enough to be heard over the noise of the sizable breeze that's generated when the roof is lowered. Sport trim buyers can expect better from a nine-speaker Premium Bose system that features 'UltraNearfield' speakers in the headrests.

← front wishbones and rear multi-links, is 12kg lighter thanks to its aluminium components. The engine frame is aluminium, as are the front wings and bumper reinforcements. The front cross-member is high-tensile steel, a much higher proportion of which is used in the body, too. The rear cross-member benefits from a more rigid truss structure, while suspension mounts have been reinforced all round.

The result is a claimed 100kg reduction in kerb weight compared with the previous MX-5. That presents the prospect of this car being a true sub-one-tonne rear-drive open-top (Mazda quotes the 1050kg kerb weight of the 1.5-litre car to EU standard, adding 75kg for a driver and luggage), without being as stripped out as a Caterham or as overtly spartan as a Lotus. Moreover, the weight is ideally distributed 50/50 front to back and the centre of gravity is slightly lower than before.

Mazda's seriousness about making this MX-5 fun to drive by adding lightness is welcome – and crucial when you consider that this is the first model to use electromechanical power steering. It's a compact dual-pinion set-up located close to the front wheels for increased stiffness. It has a

marginally quicker ratio than that of the previous car, while the front wheels' castor angle is increased for better resistance to understeer.

The MX-5's engines and gearboxes have been made to measure. Despite being used elsewhere in Mazda's line-up, each is fettled for the MX-5. The 129bhp 1.5-litre Skyactiv-G petrol engine – related to the one in the Mazda 2 and 3 hatchbacks – gets revised cam timing, a custom crankshaft and a 7500rpm redline, while the 158bhp 2.0-litre version adds a lightened flywheel and pistons. The rear differential weighs less, too (although it isn't a limited-slip item in the 1.5-litre car tested), as does the six-speed manual Skyactiv-MT gearbox, which, having been made to emulate the MX-5's shift action in other applications, gets the starring role here with a simplified linkage for even less resistance.

INTERIOR



For those familiar with the MX-5, the new interior ought to impress – not least by virtue of its freshness. The dashboard architecture is similar to that of the Mazda 2, →



● You'll notice the proximity of everything from either of the seats, but once you're used to it – and the roof is off – the MX-5 is unlike almost anything else.

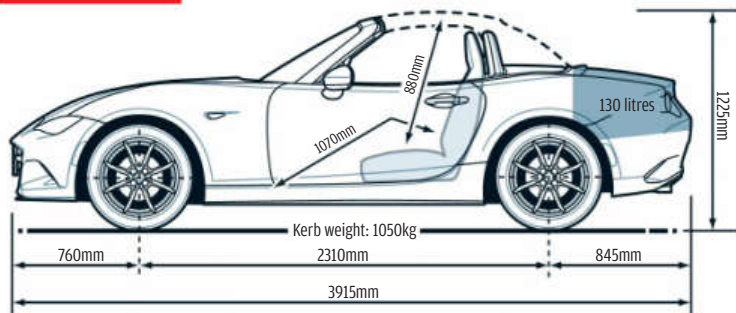


● Mazda claims excellent crash protection despite the shorter overhangs, while the stronger A-pillars and seatback bars shelter you in the event of a rollover.



● Boot is 35mm longer and 36mm deeper than before, so it can now take two carry-on suitcases rather than one. A literal doubling of practicality, then.

HOW BIG IS IT?



VISIBILITY

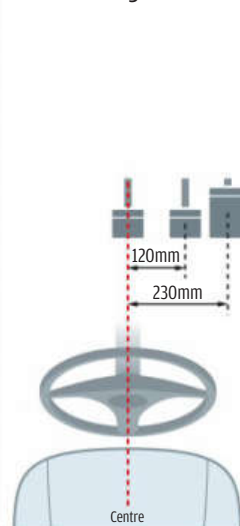
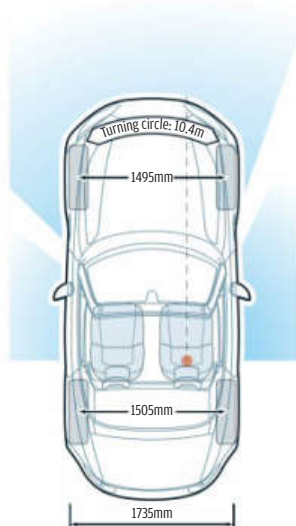
Proximity of the A-pillars isn't a limiting factor, but the header rail can restrict view of traffic lights. Raising the roof obstructs the over-shoulder view.

HEADLIGHTS

LED headlights are standard, while automatic high beam control is optional. They aren't the brightest but are clear and well spread.

WHEEL AND PEDAL ALIGNMENT

North-south engine makes for a slight offset, but nothing to threaten your comfort levels. Brake and accelerator pedals are perfectly set for heel-and-toe changes.



◀ which is a good thing because the same natty design features and chunky, tactile switchgear work equally well here in the roadster.

If you're unaccustomed to MX-5s, it's likely that the cabin's incredibly compact dimensions will need to sink in before you can meaningfully survey the details. The MX-5 has always been resolutely bijou, and this new car is no different. Broader adults will find themselves in frequent contact with the centre console, door trim and the sides of the skinny footwell, along with the floorpan bulge that denies you the option of folding your clutch leg away on motorways (a malaise of right-hand-drive cars only). Moreover, despite a 20mm lower hip point, you sit a little higher than would seem optimal, and the steering wheel still doesn't adjust for reach.

These factors can combine to make it tricky to get comfortable – tricky enough, in fact, for some people to be put off the prospect entirely, although

others will proclaim this the most comfortable MX-5 yet.

More fool the critics, though, because in an age that tends towards profligacy, the MX-5's cockpit-sized simplicity – once reconciled with – makes for a charming environment. Nowhere is this better encapsulated than in the manually operated roof. Made 3kg lighter than before and requiring 30lb ft less effort to close, the hood can be operated easily with one hand, even when moving. There's one spring-loaded clip to unfasten on the header rail, then a click somewhere in the housing behind you to confirm that it's safely stowed. It takes four or five seconds and, like pretty much everything else about the MX-5, puts everything larger, heavier and motor-driven to shame.

The roof's tiny size means that the car continues to offer a modest-sized but usable boot. It's too small for golf clubs but is just big enough for two weekend-away bags. Which seems to us exactly as it should be.

PERFORMANCE



Your first few miles in this MX-5 reveal a truth that devotees will have suspected and that Mazda's own engineers hint at when invited to. It's that this 'lesser' 1.5-litre version of the car is undoubtedly the most authentic, the most evocative of the much-loved first-generation MX-5 and, in terms of how it actually performs, arguably the sweetest.

The high-revving character of Mazda's 1.5-litre four-pot is the reason why. Whereas the 2.0-litre car produces more mid-range torque relative to its peak power, the 1.5 needs to spin to allow the car to hit full stride. And it'll spin with not only freedom but also gathering force, right the way to the 7500rpm redline.

Still, we're not talking about a particularly quick full stride, although, needing little over eight

seconds to hit 60mph from rest, the car is appreciably faster than the 1989 original and close enough to hot hatch pace for respectability. And yet this MX-5 plays perfectly to arouse your excitement and seize your enthusiasm as a willing hostage. It hardly matters how fast you're going.

The temptation starts with an unexpectedly rorty exhaust note, which sounds playful and offbeat even at idle. Blip the accelerator out of gear and the revs flare with promising urgency, then engage first and the MX-5's mechanically detailed and supremely positive shift quality announces itself. You're already having an absorbing and special driving experience – and you've yet to even turn a wheel.

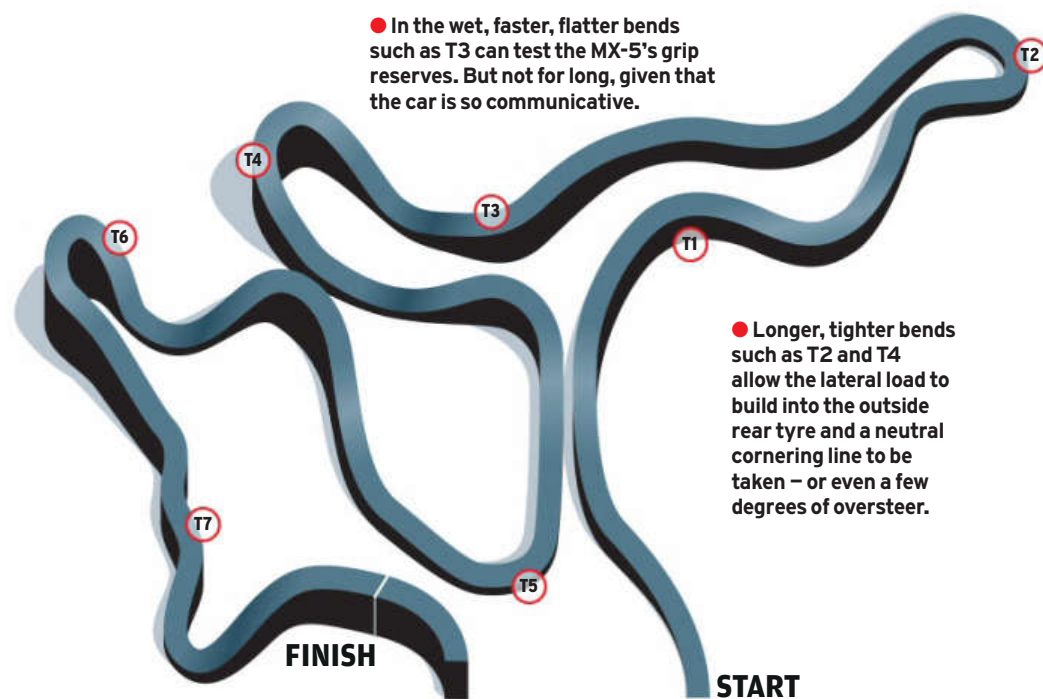
Gearshift aside, the car's controls are light and, being so obliging to control, fairly short-gear and revving cleanly from very low revs, it moves away from a standstill with a pleasing lack of inertia. Add some throttle and you'll pick up speed

TRACK NOTES

The day of our performance tests started wet but subsequently dried out. It therefore afforded us the opportunity to find out that the MX-5's delicate dry-surface grip level becomes even more tantalising when a bit of surface water is in the mix. In the wet, an uninterested driver might call that grip level worryingly faint – although the MX-5's ESP would look after even him.

In the dry, there's only just enough power to get the rear wheels to break traction with the accelerator during cornering – and only then at very high revs and by a fleeting few degrees of slip angle. It's a tenderness of adjustability that you rarely find in a modern car and is no less enjoyable for its subtlety than a 500bhp Jaguar's handling is for its luridness.

Disengage the ESP – a system that's neither sophisticated nor unobtrusive, unfortunately – and there are familiar ways to have fun with your cornering line, either with a trailed brake or an exaggerated, throttle-off steering input. The MX-5 is sensitive to all.



ACCELERATION 18deg C, damp

Mazda MX5 1.5 SE-L Nav

Standing quarter mile 16.6sec at 85.9mph, standing km 30.4sec at 106.1mph, 30-70mph 7.9sec, 30-70mph in fourth 13.8sec

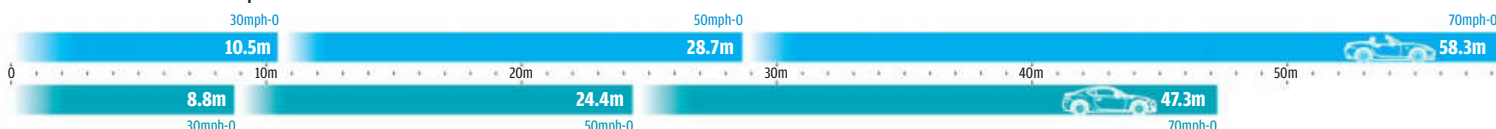


Toyota GT86

Standing quarter mile 15.7sec at 91.5mph, standing km 28.4sec at 116.7mph, 30-70mph 6.8sec, 30-70mph in fourth 11.9sec



BRAKING 60-0mph: 3.3sec



It's delicate and perfectly balanced, although the ride lacks the original's fluency



Nothing short of a Caterham, Lotus or Ariel can equal what the MX-5 brings to the table

gradually at first, with limited mid-range torque on tap but with perfect response and a supremely linear delivery of it as the revs rise.

You work this engine intimately and intuitively, like an extension of yourself. Occasionally you'll wish for more power; it would be wrong of us not to acknowledge that. But most of the time you'll be too busy revelling in the vivid mechanical interaction and the joy of taking a modern sports car to the redline as and when you choose without worrying unduly about the potential consequences for your driving licence.

RIDE AND HANDLING

★★★★★

The instincts of many long-standing MX-5 owners will be to keep the mechanical specification of their car simple, and thereby to give the lauded delicacy of the car's handling the best chance to thrive. We had the same instincts – hence the chosen specification of 1.5-litre engine, standard suspension, open differential and 16in wheels for our road test subject.

In reality, the MX-5's handling doesn't reward that judicious restraint in unqualified terms, in ways to which we'll come. But that shouldn't prevent this car from taking its place among the most vibrant, responsive and engaging sports cars available at any price. From the effortlessness of its hold on the road, through its fine balance and directional agility, to the zapping crispness of its every answer to a few extra degrees of steering angle or mid-corner dab of pedal, this car remains a true sporting great.

On delicacy, meanwhile, nothing short of a Caterham, Lotus or Ariel can equal what the MX-5 brings to the table. The car's 195-section tyres produce only moderate but perfectly balanced grip levels and therefore don't overburden the suspension or steering with cornering forces, and they break away into lateral slip with a wonderfully tender progressiveness.

The electromechanical power steering could actually do with a larger contact patch through which to work. On 16in wheels, there's just a tad too much lightness about the steering wheel and the merest

shortage of centre feel and dead-ahead stability about the steering. Meanwhile, with a relatively high 50-profile sidewall, there's inevitable softness in the handling mix under high lateral loads, taking some precision away – if only on the very edge of adhesion.

Those sidewalls also make the ride a bit excitable over very high-frequency lumps and bumps, because they're simply too soft to let the suspension do its work. But the rest of the time the MX-5's ride is easy and fairly laid back. Like that of its forebears, the directional keenness and poise come not from high chassis rates but from the advantages of even weight distribution, a low centre of gravity and driven rear wheels, and so the MX-5 doesn't feel firm on the road or short of wheel travel. It doesn't need to.

It's true that the ride could feel more fluent. Mazda couldn't get away with the gentleness of the original MX-5's damper tune today, and so the new car is more tautly checked when disturbed vertically. But it still feels like a natural athlete rather than a reconstructed one – and that's absolutely vital to its appeal.

BUYING AND OWNING

★★★★★

Mazda, in contrast with Toyota's overzealous positioning of the GT86, has kept the MX-5's affordability front and centre. Available in the firm's SE, SE-L, SE-L Nav, Sport and Sport Nav trim levels, the £18,495 starting price for the 1.5-litre version is about where fast superminis begin, rivalling options such as the Abarth 595C and drastically undercutting a Volkswagen Golf convertible.

The sparsely kitted SE has limited appeal, but our SE-L Nav car featured DAB, a 7.0in touchscreen, Bluetooth, cruise control, air-con and, as the name implies, satellite navigation – and still scraped under the £20k mark (minus metallic paint).

This 1.5-litre car can also claim decent efficiency, with its claimed 47.1mpg reduced only to 46.1mpg during True MPG examination. Its 139g/km CO₂ figure, meanwhile, is almost the same as that of a Ford Fiesta ST – one of only two cars able to match the MX-5 for fun. The other, the GT86, is 41g/km to the worse. →

MAZDA MX-5 1.5 SE-L NAV

On-the-road price	£19,845
Price as tested	£20,385
Value after 3yrs/36k miles	£9050
Contract hire pcm	na
Cost per mile	43p
Insurance/typical quote	26£/£719

EQUIPMENT CHECKLIST

Cloth trim	■
Two cupholders	■
LED daytime running lights	■
7.0in touchscreen infotainment	■
Air conditioning	■
DAB tuner	■
Cruise control	■
Speed limiter	■
Two USB inputs	■
Mazda navigation system	■
Integrated Bluetooth	■
Metallic paint	£540
Sand leather trim upgrade (Sport Nav trim only)	£200
Safety Pack (inc high beam control, blind spot monitoring, rear cross traffic alert – 2.0 Sport Nav only)	£350

Options in **bold** fitted to test car
 ■ = Standard na = not available

RANGE AT A GLANCE

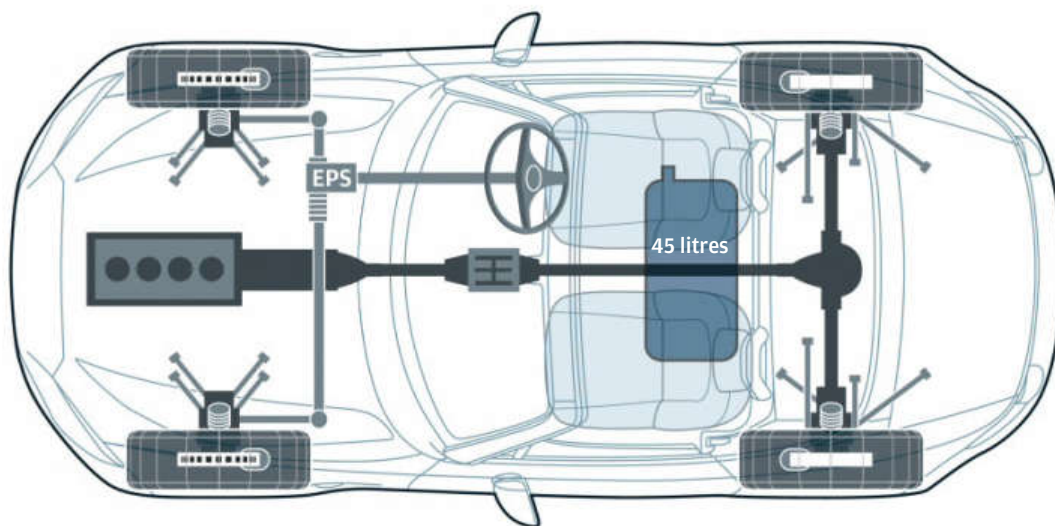
ENGINES	POWER	FROM
1.5 SE	129bhp	£18,495
2.0 SE-L	158bhp	£20,095

TRANSMISSIONS

6-spd manual ■

TECHNICAL LAYOUT

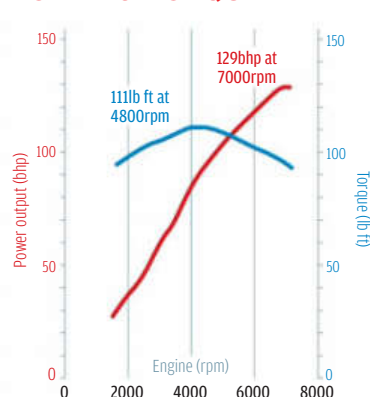
Longitudinal four-cylinder engine and rear-wheel drive make for a perfect 50/50 front/rear weight distribution, while the underbody makeover saves 100kg compared with the previous model and lowers the centre of gravity. Skyactiv platform also permits significantly shortened overhangs. Suspension is aluminium-rich and all-independent.



ENGINE

Installation	Front, longitudinal, rear-wheel drive
Type	4 cyls in line, 1496cc, petrol
Made of	Aluminium head and block
Bore/stroke	74.5mm/85.8mm
Compression ratio	13.0:1
Valve gear	4 per cyl
Power	129bhp at 7000rpm
Torque	111lb ft at 4800rpm
Redline	7500rpm
Power to weight	123bhp per tonne
Torque to weight	106lb ft per tonne
Specific output	86bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction	Steel unitary
Weight	1050kg
Drag coefficient	na
Wheels	6.5Jx16in
Tyres	195/50 R16 84V, Yokohama Advan Sport V105
Spare	Repair kit

TRANSMISSION

Type	6-spd manual
Ratios/mph per 1000rpm	1st 5.09/4.8 2nd 2.99/8.2 3rd 2.04/12.0 4th 1.59/15.4 5th 1.29/19.0 6th 1.00/24.5
Final drive ratio	2.87

ECONOMY

TEST (TRUE MPG)	Urban	43.1mpg
	Extra-urban	49.1mpg
	Average	46.1mpg
	Urban	35.8mpg
	Extra-urban	57.6mpg
CLAIMED	Combined	47.1mpg
	Tank size	45 litres
	Test range	456 miles

SUSPENSION

Front	Double wishbones, coil springs, anti-roll bar
Rear	Multi-link, coil springs, anti-roll bar

STEERING

Type	Electrically assisted rack and double pinion
Turns lock to lock	2.6
Turning circle	10.4m

BRAKES

Front	258mm ventilated discs
Rear	255mm solid discs
Anti-lock	Standard with EBD and brake assist

CABIN NOISE

Idle	45dB
Max revs in third gear	83dB
30mph	63dB
50mph	69dB
70mph	75dB

SAFETY

ABS, EBD, ESC	
Euro NCAP crash rating	Not tested

EMISSIONS & TAX

CO ₂ emissions	139g/km
Tax at 20/40% pcm	£73/£146

ACCELERATION

MPH	TIME (sec)
0-30	3.2
0-40	4.6
0-50	6.4
0-60	8.4
0-70	11.1
0-80	14.2
0-90	18.7
0-100	24.8
0-110	36.8
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

ACCELERATION IN GEAR

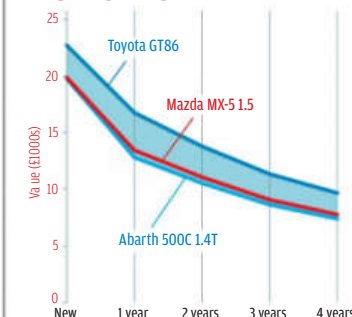
MPH	2nd	3rd	4th	5th	6th
20-40	3.4	5.2	7.1	10.4	-
30-50	3.4	5.0	7.0	9.5	13.9
40-60	-	5.0	6.9	9.7	13.8
50-70	-	5.2	6.9	9.9	14.7
60-80	-	5.8	7.4	10.1	16.5
70-90	-	-	8.4	10.9	17.9
80-100	-	-	10.0	12.3	-
90-110	-	-	-	-	-
100-120	-	-	-	-	-
110-130	-	-	-	-	-
120-140	-	-	-	-	-
130-150	-	-	-	-	-

MAX SPEEDS IN GEAR

36mph	90mph	127mph
7500rpm	7500rpm	6677rpm
1	3	5
2	4	6
62mph	116mph	127mph*
7500rpm	7500rpm	5176rpm
		*claimed

RPM in 6th @ 70/80mph = 2853/3260

RESIDUALS



● Expect 1.5-litre MX-5s to retain almost 5% less value over three years than 2.0s. Still a fair showing, though.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the MX-5, contact Mazda, Riverbridge House, Anchor Boulevard, Dartford DA2 6SL (mazda.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon. Quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST

Read all of our road tests autocar.co.uk

Mazda MX-5 1.5

AUTOCAR VERDICT ★★★★★

An outstanding and usable sports car at an outstanding price



We've grown used to giving couched verdicts on sports cars, sometimes weighing progress in one direction against compromise in another. Not so here. There isn't a single area in which this new Mazda MX-5 fails to surpass its predecessor. It's shorter, lighter, more spacious and better laid out. It's sharper-looking but still disarming and distinctive. It's faster, more frugal and even more vibrant and engaging to drive. All that and yet the MX-5 is still every inch the same zesty and inimitable car that it was. Its character hasn't altered at all.

There's no five-star rating, reflecting the fact that the 1.5-litre mid-spec model tested didn't quite feel like the definitive version. Most modern sporting tastes will crave a bit more performance than it offers. The 2.0-litre model provides that, as well as even greater handling panache.

And yet the 1.5 has an authenticity that honours the original MX-5. So just pay your money, take your choice and enjoy a far better driver's car than you'd believe £20,000 could secure.

TESTERS' NOTES


MATT SAUNDERS
You could waste a lot of time looking for the 12V socket. It's hidden in the passenger footwell – where it's about as accessible as the towing eye Velcroed to the boot wall.



NIC CACKETT
The claim that this is the most refined MX-5 yet is aided by the tighter seal created by the 'partial open-close system' that lifts the windows by 6mm when the doors shut. Common elsewhere, but a first for the Mazda.

SPEC ADVICE

SE-L Nav trim delivers most of everything you could expect. That said, we haven't driven the Sport model, which comes with Bilstein dampers and sports springs on the 2.0 MX-5.

JOBS FOR THE FACELIFT

- Revisit the ride for a better initial damper response and a gentler ramping up of force.
- Slightly more weight and centre feel for the steering, please, but don't slow the rack.
- Fix the intrusion into the driver's footwell. Britain and Japan are big MX-5 markets. Neither should suffer.

AUTOCAR ROAD TEST TOP5

MAKE	1st	2nd	3rd	4th	5th
Model	PORSCHE Cayman 2.7	TOYOTA GT86 Primo	MAZDA 1.5 SE-L Nav	BMW M235i	LOTUS Elise S
Price	£39,694	£22,700	£19,845	£34,535	£37,200
Power	271bhp at 7400rpm	198bhp at 7000rpm	129bhp at 7000rpm	322bhp at 5800rpm	217bhp at 6800rpm
Torque	214lb ft at 4500rpm	151lb ft at 6400rpm	111lb ft at 4800rpm	332lb ft at 1300rpm	184lb ft at 4600rpm
0-60mph	5.7sec (claimed, to 62mph)	7.4sec	8.4sec	4.9sec	4.6sec (claimed)
Top speed (claimed)	165mph	140mph	127mph	155mph	145mph
Fuel economy (combined)	33.6mpg	36.2mpg	47.1mpg	34.9mpg	37.7mpg
Kerb weight (claimed)	1405kg	1275kg	1050kg	1530kg	924kg
CO ₂ /tax band	195g/km, 34%	180g/km, 31%	139g/km, 22%	189g/km, 32%	175g/km, 3%

Verdicts on every new car, p74

The definitive sub-£40k sports car. Almost without fault at its entry level.
★★★★★

Marginally superior to the lower-powered MX-5; better than all else at the money
★★★★★

Not quite the sporting doyen in this spec, but supremely involving and superb value
★★★★★

Qualifies as a muscle car here; drives like it, too. Half a ton heavier than an MX-5. Feels it.
★★★★★

A handling marvel, but the MX-5's proximity on weight is startling. The purist's choice.
★★★★★

LETTER OF THE WEEK

A senior moment

Have motor manufacturers, in their craving for green credentials, lost sight of reality?

I think I am an average person who is looking to replace a car for my wife. I visited three dealerships (Volkswagen, Mercedes-Benz and Audi), and in the 'green era' in which we now live I was only able to come away with one printed brochure – as apparently online saves the planet.

Has anybody tried to compare cars' specifications online? Thank you Audi for bucking the trend. I have now placed my order with them.

Ian P Barbour
via email



WIN

Letter of the week wins a
ValetPRO exterior protection
and maintenance kit worth £58.95

Valet PRO
PROFESSIONAL VALETING SUPPLIES

DEVIL IN THE DETAIL

Matt Prior cites the excellent gearchange of the new Mazda MX-5 as a mark of quality leaning towards premium (Tester's Notes, 12 August).

This is perfectly valid for new cars, but my measure of quality is more to do with how a car looks and feels a few years down the line. I see expensive Mercedes-Benz cars with rusty wheel nuts, Lexus alloy wheels with peeling lacquer and Ford dealers who fit number plates with what look like rusty nails. Sometimes it's the little things that say the most.

Stuart Underwood
via email

POWER TO WEIGHT

I know numbers aren't everything and, as a Porsche fan, imagine the 911 GT3 RS to be a wonderful thing. However, I couldn't help but notice that the 991 GT3 RS was slower around both your dry

and wet handling circuits than the 997 RS.2 and weighed 75kg more than its predecessor, almost hitting 1500kg.

Bearing in mind that this is a track car first and foremost and that a reader recently criticised the Lotus Evora 400 for weighing 1395kg, I wonder whether that five-star verdict was fully merited. It doesn't help counter the opinion that the British motoring press is Porsche-biased.

Steve Berridge
via email

The 911 GT3 RS's power-to-weight ratio of 330bhp per tonne is fine with us, Steve. Those chasing further savings can specify a lightweight lithium ion battery, have the stereo removed, go on a diet or even drive in their pants – MB

NOTHING NEW UNDER THE SUN

BMW has fitted water injection on its forthcoming hardcore M4 GTS (News, 19 August). As my good old dad used



Name that Hoon: Ken Block in action

NAME GAME

Regarding your feature on how to drift with Ken Block ('Block and Awe', 19 August). Hoonicorn or Hoonigan? That is the question!

Paul Hemmings
via email

Ken is The Hoonigan, his mighty Ford Mustang is The Hoonicorn – MB

STEERING GROUP

It is alarming to see a BMW, the ultimate of driving machines, betray its core values and be left in a plume of smoke on a winding country road by the new and more agile Jaguar XE. ('Six of One, Half a Dozen of the Other', 22 July).

Phrases such as "heavy on its front wheels" and "reluctant to turn in" are not ones I thought I'd see ascribed to a BMW. These are all middle names of the Audi brand, which, despite all attempts with torque vectoring technology and 30/70

to say: "It's all been done before."

Saab fitted water injection on its 99 Turbo S models in the late 1970s/early 1980s. The 1962 Oldsmobile F-85, which was one of the world's first turbocharged road cars, was delivered with the option of 'Fluid-injection Jetfire'. Piston-engined military aircraft used water injection to increase take-off power before World War 2.

Robert R Bentham
via email

The M4 GTS's water injection system is old news to Robert



AUTOCAR

What you're saying on autocar.co.uk

Goodbye to the Seat Altea

I'm surprised the Altea is still on sale. I thought it was axed years ago.
catnip

The Volkswagen Group is making rather heavy weather of Seat. This is partly a failure to define clearly what the brand stands for.

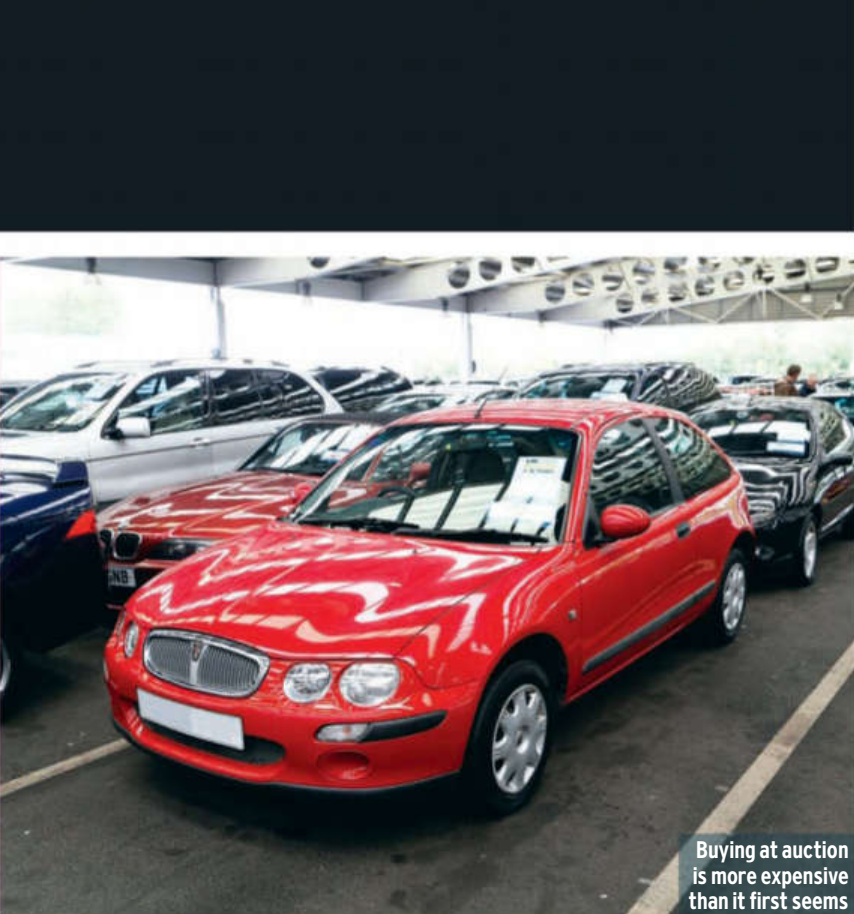
Daniel Joseph

Seat is surplus to requirements. VW, Skoda and Audi have all the ground covered.
289



Now Skoda has gone away from its previous strong designs and replaced them with rather generic models, perhaps Seat could take over that market.
EndlessWaves

I thought Seat was the sportier brand of the VW Group, with a bit more design flair and lower prices than VW. I think there is room in the market for Seat.
Will86



Buying at auction is more expensive than it first seems

drive splits, will not engage a driver the way he or she wants to be engaged.

This goes to show the level of development going on at Jaguar, and this can only good for the once-feared-dead British automotive industry.

Segun Akin-Olugbade
via email

HANDLE WITH CARE

Your article on buying cars from auction ('By the Book', 5 August) didn't take into account the buyer's fee added to sales.

For example, the W-plate Rover 25 might have sold for a hammer price of £150, but the buyer's fee would make the car something like £250. I have scrapped better cars than that. The 68,000-mile Land Rover Freelander at £9400 would come in much closer to £10,000 when the fee is added.

You quote '£2500 below book'. It should be clarified as trade, private or

retail, otherwise it is meaningless.

I have purchased dozens of cars from auction over the years and would advise potential buyers to tread very carefully.

Andy Clarkson
via email

MY DEFINITION IS THIS

Matt Prior speculated whether the Lamborghini Aventador SV is a hypercar or not, concluding that it possibly is (Tester's Notes, 19 August). I disagree. The first – perhaps only – rule of hypercars is that they push boundaries without the need for compromise (bar legislation, if road-registered).

If a supercar is compromised and can be improved upon, then logically it can't be a hypercar. Although hypercar-quick, the Lamborghini could be quicker still with an all-carbonfibre bodyshell, active aerodynamics and (possibly) a dual-clutch seamless-shift gearbox. So, no it's just a supercar in my book.

That the Aventador SV is so close in lap time to the Porsche 918 Spyder tells more about the current limitations with battery design than it does about the Italian car's remarkable speed.

Mike Spencer
via email

NOT MY STYLE

Jaguar has really lost its way with the design of the XF and XE. The old XF was innovative, with looks that were sharp, clean and head-turning. That has totally gone with these new models.

Jaguar seems obsessed with the grille to the extent that it has a negative effect on the balance of the rest of the car. The C-pillar used to really capture the lines. Now all you get is a higher roofline and a curve found on countless cars.

The only people buying XF's and XE's will be company car purchasers.

KI Gaulton
via email



NEXT WEEK

Inside the magazine – on sale 9 September

COMPARISON



Luxury car face-off Bentley Mulsanne Speed takes on Tesla Model S P85D



FIRST DRIVE

Volkswagen Passat Alltrack
Can a rugged Passat beat a regular SUV for practicality?



FEATURE DRIVE

Rolls-Royce to Scotland
We recreate Rolls' success on the 1917 Scottish Reliability Trial

ROAD TEST



Skoda Superb Estate Wagon version of the cut-price limo goes before our road testers

CONTENTS SUBJECT TO CHANGE

OUR CARS

A week in the life of Autocar's fleet

AUDI A6 AVANT	AUDI TT	BMW ACTIVE TOURER	BMW M4	CITROEN C4 CACTUS	FERRARI FF	FORD FOCUS	FORD MONDEO	HYUNDAI i20	KIA SOUL EV
Barnaby Jones	Stan Papior	John Bradshaw	Dan Trent	Lewis Kingston	Steve Cropley	Tim Dickson	Luc Lacey	Aaron Smith	Hilton Holloway

Audi A6 Avant

FINAL REPORT Can an eco-minded 2.0-litre diesel engine really cut it in a large, upmarket estate, or has it been a step too far over our 15,000 miles with the car?

Diesel. Automatic. Estate. Three words that wouldn't traditionally get enthusiasts salivating, but 15,000 miles in our Audi A6 Avant have proved that there's a lot going for such cars. Sure, they're practical, effortless to drive and relatively cheap to run, but in the case of Audi's biggest estate, there's far more to it than that.

Our A6 was the company car tax special, badged Ultra. This meant an efficient four-cylinder diesel engine, to

which we added the slick S tronic seven-speed dual-clutch automatic gearbox. Not only does this transmission match the engine well, but it also suits the Audi's brief as an upmarket load-carrier better than the manual 'box.

We also went for popular S line trim, which adds larger (18in) wheels than entry-level SE versions get, along with lower and stiffer suspension, sports seats and sportier looks inside and out.

S line models are loaded with luxury

kit, too. Four-zone climate control, leather upholstery, sat-nav, LED headlights, front and rear parking sensors and a powered tailgate were all standard on our car. Heated seats weren't, though, but thankfully they were added, along with the Technology Pack, which included a higher-spec sat-nav system and online functionality.

If you're thinking that a CO₂-focused 2.0-litre diesel engine in a car as big as the A6 Avant means dull performance,

think again. With 187bhp and 295lb ft, the engine is gutsy and strong enough to haul this 1725kg estate to 62mph in 8.5sec. In fact, almost everyone who drove the car thought it was fast enough. Only a couple of people wanted a bit more low-rev shove. Either way, the quick-shifting gearbox was always happy to oblige with a lower gear if you needed a burst of acceleration, although its occasionally hesitant nature from a standing start was annoying.

LOVE IT



DIESEL ENGINE
Wonderfully smooth and quiet, even from cold. Low CO₂ emissions, too.



HIGH-SPEED MANNERS
Stable, comfortable, refined... the A6 was the ideal motorway cruiser.



PLUSH INTERIOR
Cabin was full of delicious details, such as this stitched leather upholstery.



LOOKS
To my eyes at least, big estates don't get any better looking than this.

LOATHE IT



ADDING ADBLUE
Topping up the tank was a pain, as was the shrill dashboard reminder.

LAND ROVER
DEFENDER

LEXUS
NX300H

MAZDA
2

MAZDA
CX-3

MAZDA
MX-5

MERCEDES-BENZ
E-CLASS ESTATE

PORSCHE
PANAMERA

RANGE ROVER
SPORT

RENAULT
MEGANE
TROPHY

RENAULT
TWINGO

SEAT
LEON
X-PERIENCE

SKODA
FABIA

SKODA
OCTAVIA

SUZUKI
CELERIO

VOLKSWAGEN
GOLF R


Matt Prior



Mark Pearson



John McIlroy



Mel Falconer



Matthew Burrow



Andrew Frankel



John McIlroy



Steve Cropley



Matt Prior



Matthew Burrow



Mark Tisshaw



Tom Webster



Matt Burt



Steve Cropley



Allan Muir

Ride could be firm
around town on the
S line suspension

Cabin helped to soak
up big distances and
urban-based stress


Not the biggest boot but always big enough



A6 was a popular choice for long-haul use

TEST DATA

AUDI A6 Avant 2.0 TDI Ultra S line S tronic

TEST STARTED 18.12.14

Mileage at start 252

Mileage at end 15,454

PRICES

List price then £37,935

List price now £38,400

Price as tested £40,515

Dealer value now £27,520

Private value now £26,790

Trade value now £25,275

OPTIONS

Technology Pack £1625, Floret silver metallic paint £655, heated front seats £300

CONSUMPTION AND RANGE

Claimed economy 64.2mpg

Fuel tank 73 litres

Test average 41.4mpg

Test best 47.4mpg

Test worst 36.1mpg

Real-world range 665 miles

TECH HIGHLIGHTS

0-62mph 8.5sec

Top speed 140mph

Engine 4 cyls in line,
1968cc, diesel

Max power 187bhp at 3800-4200rpm

Max torque 295lb ft at 1750-3000rpm

Transmission 7-spd dual-clutch automatic

Boot 565/1680 litres

Wheels 18in alloy

Tyres 245/45 R18

Weight 1725kg

SERVICE AND RUNNING COSTS

Contract hire rate £379

CO₂ 115g/km

Service costs None

Other costs Accident repair work
£472.56, AdBlue £54.66

Fuel costs £1991.48

Running costs inc fuel £2518.70

Cost per mile 17 pence

Depreciation £15,240

Cost per mile
inc depreciation £1.17

Faults None

PREVIOUS REPORTS

14 Jan, 4 Feb, 25 Mar, 15 Apr, 20 May, 24 Jun,

29 Jul

The car's taut body control won praise, as did the tightly damped ride. True, it felt a bit firm around town, but the suspension did a great job of keeping things composed at motorway speeds.

The steering was the biggest dynamic weakness, although it was still decent enough. It was light and pretty precise, but it didn't tell you a great deal about what the front wheels were doing.

One thing that was never in question was refinement. Four-cylinder diesel engines don't get much smoother and quieter than the A6's, and most other noises were well suppressed. Only the amount of road noise on coarse surfaces disturbed the calm, but that was partly because the car was so quiet the rest of the time.

Such high-speed refinement, together with excellent stability and an impressive cruising range, made the A6 the consummate long-distance machine. It frequently did more than 600

High-speed refinement helped to make it the consummate long-distance machine

miles between fill-ups, and one reader contacted me to say he'd managed 803 miles on a single tank in his A6 Avant.

Fuel economy was good, if not outstanding. Our car managed 41.4mpg on average (again, several readers did better than that), although, to be fair, it did spend a lot of time in town and I've hardly got a light right foot.

Another expense was AdBlue. This is a urea and water-based additive that is injected into the exhaust, cutting NOx emissions and helping the A6 meet the strict Euro 6 emissions regulations. The A6's AdBlue tank needed to be topped up three times in 15,000 miles, at a total cost of £55. That's not a huge amount of money in the scheme of things, but filling the tank was a bit of a faff.

Putting things in the boot was

anything but, thanks to the low loading height and wide opening. True, the A6 isn't the biggest estate in the class, but it swallowed all manner of cases, boxes and bags and wasn't even defeated when transporting a student's belongings to university.

Space for people was also impressive, if not quite as generous as the car's exterior dimensions would have you believe. Talking of which, the car's sheer size could make manoeuvring tricky, as one colleague found when he reversed the car into a grass verge. Sadly, the parking sensors didn't pick up on the greenery, and the ensuing crunch resulted in some broken bumper trim and a loose exhaust cover, which cost nearly £500 to fix.

The rest of our time with the car

was pretty much spot on, though. The interior was classy and beautifully built, the standard sound system was good (so much so that I'd question the need to spend £1000 on the Bose set-up) and the LED headlights were fantastically effective. The climate control was also great at cooling the cabin on hot days, although it did take a while to clear the windscreen of condensation on winter mornings. A couple of colleagues also said that they couldn't get totally comfortable in the driver's seat, although most of us were perfectly happy to spend hours at the wheel.

And that's my abiding memory of the A6 Avant. It was good at so many things but, best of all, it was a superb car to spend time in.

barnaby.jones@haymarket.com

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Porsche Panamera

Mileage | 7500 Quiet summer roads are enabling us to try the car's sporting credentials

The south of England's summer that wasn't appears to have prompted a healthy exodus to warmer climes – and that has brought with it a pleasing lightening of traffic. This, in turn, has given me a few opportunities to sample the Panamera's qualities away from its daily grind through the M3 average speed cameras at 50mph.

It's a behemoth, the Panamera. Indeed, the sensation of sitting low down in something nearly two metres wide and more than five metres long must be similar to driving a large old-school Lamborghini. Sheer bulk works against you when you're trying to thread it down narrow lanes.

Give the E-Hybrid a sniff of a more flowing B-road, though, and it comes alive. There are three main factors in this. First, the steering is beautifully



Supercharged V6 engine and electric motor work well, both in unison and alternately



Sport Plus is a useful suspension setting

weighted and surprisingly direct for what is ostensibly a luxury limo.

Then there's the chassis. The Panamera has a number of different modes for its adaptive air suspension, but stick it into Sport Plus and it lowers the ride height by 25mm and stiffens the spring rate. I tried this when I picked the car up from the Porsche Experience Centre at Silverstone and was impressed by how it tightened body control on a smooth circuit. On the road, it's arguably more of an achievement, as the car clings on superbly through corners without jarring your spine.

Finally, the powertrain. Regular readers will know I've complimented the car's engineering and the way it flicks between electric power and a V6 supercharged engine when cruising on the motorway. But when you do want the car to get properly lively, it feels – and sounds – every bit the sports car, as the electric motor and petrol engine combine forces instead of taking turns.

Only the brakes let the side down. I've just about become used to the slightly odd pedal modulation in everyday motoring – but it gets in the way more than anything else when you really want the full Porsche experience. It's a pity, because the rest of the package gets closer to delivering it than I'd expected.

john.mcilroy@haymarket.com

Porsche Panamera S E-Hybrid

Price £84,401 **Price as tested** £97,498

Economy 38.9mpg **Faults** None

Expenses None **Last seen** 12.8.15



Ford Focus

Mileage 7850

Early fears that the Focus hatch wouldn't be as useful as an estate have failed to materialise. We've been getting on just fine, in fact.

A couple of weeks ago I drove to my sister's in Devon to steal my second-favourite niece's high-rise bed for my

own daughter to use. Once mostly dismantled, the bed measured 182cm at its longest and 83cm at its widest points. Would it fit in the Focus? Yes, but only just, and it wouldn't have been possible with a front-seat passenger. With my daughter's child seat moved so she was behind me – so the wider

part of the rear seat could be folded down and my daughter could kick me in the back for three hours – and the front passenger seat slid and tilted forward, everything fitted in. The Focus Estate is 20cm longer than the hatch (with all that extra length aft of the rear axle), so it's possible that if I'd been in one of those instead, the front passenger seat would have remained usable. But as it was, we were fine.

Elsewhere in the cabin, there's quite a bit of useful storage space. The glovebox and front door bins are a decent size and there's a small but useful cubby beneath the heating/air-con controls. The central bin between the front seats promises more than it delivers due to the 12V charger, line in and USB sockets that take up quite a bit of the space inside, but the rubberised tray under its flip-up lid is handy for keys and coins. I'm not sure what the steeply angled cubby on the front passenger's armrest is good for, though.

In the back, each door has a small bin, ideal for a drink bottle, and there

are a couple of trays moulded into each end of the bench's base whose purpose seems to be to catch small toys dropped from the child seat and render them inaccessible to adults without stopping the car, getting out and opening a door to retrieve them. If anyone else has a better use for them, please let me know.

tim.dickson@haymarket.com

Ford Focus 1.5 TDCi Zetec

Price £19,495 **Price as tested** £21,670

Economy 59.7mpg **Faults** None

Expenses None **Last seen** 29.7.15



Time for bed: it fitted, with front seat tilted

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Monthly Payments	£299.00
Option to Purchase Fee (inc in final payment)	£10.00
Final Payment (GFV)	£12,452.00
Total Amount of Credit	£20,300.00
Total Amount Payable	£31,916.00
Duration of Agreement (mths)	37
Representative APR	5.9% APR
Interest Rate (fixed)	3.1%

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THE LOG BOOK

**Seat Leon X-Perience****Mileage 6756 Last seen 29.7.15**

Hovering at around 50mph in an average speed zone on the motorway, the Leon X's Haldex all-wheel drive system has a habit of jerking after gentle throttle inputs as it randomly decides the rear wheels need drive. It's irritating and can make you jump – a shame, because the Leon X is otherwise very smooth on the motorway. MT

**Volkswagen Golf R****Mileage 4540 Last seen 12.8.15**

The Golf's Eco driving mode gets used regularly in motorway driving, because it gives well-judged steering weight and damper firmness for straight-line stability and has a coasting function to save fuel. The downside is that there's an obvious hesitation as the transmission re-engages after coasting, sufficient to make your head nod forwards if you're not ready for it. AM

**Range Rover Sport****Mileage 19,450 Last seen 5.8.15**

I did 600 miles around France last month, on a family holiday. As well as reaffirming what a great car the Sport is, both for seeing over the traffic in Paris and for transporting us in comfort out of town, I was reminded of what a cultural icon it is. Wherever we went, people stared in admiration – until we parked up next to a Citroën 2CV, that is. JH

Audi TT Roadster

Mileage | 4088 Convertibles are all about the roof – and the TT's is proving to be a star

Sometimes it's the smallest things that can boost your appreciation of a car to new heights. In the case of the Audi TT Roadster, it's the fact that you can lower the soft-top when you're on the move.

The other day, you see, I was sitting at a set of traffic lights in London (one of the TT drop-top's typical environments) and the driver of a BMW Z4 in front of me decided to lower his roof at the same time as I was folding away mine.

To his horror, the lights flicked to green quick-smartish and he had to pull away with his folding metal roof at half-mast, then stop at his earliest convenience to finish off the job. The Audi's roof mechanism, on the other hand, can operate at up to 30mph, so our car's transformation to open-top reached its natural conclusion as I accelerated away. I know it's petty – but yes, I was laughing as I drove past him.

Bragging rights aside, I'm getting used to life with a roadster after swapping from the coupé a few weeks back. That makes it sound like it's a major switch, but the noise insulation is so effective that with the roof in place, most of the time you'd barely know there's canvas above you instead of metal. There's a little bit more road roar from over your shoulder – a bit like when you leave a rear window slightly open on



Roof is quick to open and close and can be operated at road speeds of up to 30mph

a four-door car – but no extra wind rush from around the windscreen or A-pillars.

Like the fixed-head model, our roadster is in S line specification, but its ride quality is slightly superior, because it rolls on 19in alloy wheels rather than the optional 20s fitted to the coupé. The photographer in me can't stop yearning for the way the larger wheels looked – they seemed to fill the TT's arches in a more satisfying way – but the ride is just a teeny bit more compliant over London's potholes.

It hasn't been much of a summer, really, but I've still managed to get the TT's roof down enough to draw some conclusions. The structure remains impressively rigid with the top folded away, for starters, but the optional electric wind deflector doesn't look that wise a buy to me. It's meant to mitigate wind buffeting, but to my mind there's little difference

between driving with the windows up or down, or with the deflector up or down. You get about the same amount of buffeting, it seems to me; only the direction really changes.

More worrying altogether is the way that Audi's usually unflappable build quality is not entirely present on our roadster. I mentioned in the first report that the speaker grille on the driver's door keeps popping away from the door card; now the spring-loaded cover on the cubbyhole ahead of the gearlever has become prone to sticking. There's also a mechanical squeak coming from somewhere in the back when I go over speed bumps. I think a quick trip to the dealer may be in order.

stan.papior@haymarket.com

Audi TT Roadster 2.0 TFSI S line**Price** £34,651 **Price as tested** £40,315

Economy 28.1mpg **Faults** Door speaker rattle, sticking cubbyhole cover, squeaking over speed bumps **Expenses** None **Last seen** 29.7.15



TT's ride is a little more compliant on 19in wheels



Clamping down on tax evaders

The number of untaxed cars being clamped by the DVLA is on the rise. **James Rupert** finds out why

There's nothing quite like a freedom of information request to stir things up. On this occasion it was a BBC local radio station wondering why, in its area of Hertfordshire, rather a lot of cars were being clamped by the DVLA. I provided some sarcastic comment on the phenomenon.

Well, it isn't so much an unexplained series of events as the rather obvious consequence of motorists failing to pay their road tax. As we all know, since October last year it has been all change down at the DVLA. In case you need reminding, road tax no longer stays with the car when it is sold. The seller automatically receives a refund and the buyer needs to tax the vehicle before it is used on the road.

I bought a car last October and seemed to know rather more about the system than the car dealer and even the DVLA. The dealer insisted that I could drive away without a care in the world. When I applied for a refund a few weeks later, the DVLA took rather a long time to deal with it all. I would like to think it's all rather quicker now.

There really is no excuse for not paying your road tax. There may no longer be a little disc in the corner of your car's windscreen to prompt you that it's due, but the DVLA is still posting out its V11 reminder form. If you choose to ignore that, you could get clamped.

I've noticed that some of the more sensationalist elements of Her Majesty's press have suggested there



Tax discs are now a thing of the past

are huge conspiracies at work. Certainly the stats suggest that the DVLA is a little busier in certain areas, with a 500% rise in the clamping of untaxed cars reported in some places.

Overall, from January to May this year, 74,590 vehicles were clamped for unpaid road tax, up from 49,466 in the same period the previous year – a rise of 51%. It costs a driver up to £800 in fines and related fees to get their car back.

The largest numbers of forgetful motorists live in the postcodes of major cities. But they always have



P70 James Rupert
Used car expert



P72 Steve Cropley
Deals expert



P74 Nic Cackett
Data expert

More cars than ever
are being clamped
for having no road tax



Areas experiencing the biggest rises in clamping include Hereford, Plymouth and Motherwell.

However, I did my duty and ploughed through the spreadsheets. What I noticed is that the largest numbers of forgetful motorists live in the postcodes of major cities such as Coventry and Birmingham. But even before the new rules came in, that's where the evaders lived. Always have. And it's easier to go clamping mad in built-up areas than it is out in the countryside.

I would like to know whether you find the process of taxing your car any more complicated than before and just how irritating it is that the unused tax can't be passed on. Please email me at james@bangernomics.com.

BANGERNOMICS BEST BUYS



READER'S CAR: FIAT SEICENTO

Jim Pace bought 'Enzo', a 2000 Fiat Seicento, when his daughter was learning to drive. It cost £350.03 in an online auction and broke down on the way home. Jim fitted new plug leads, a new cooling fan and new rear brake shoes and drums. "She took her test in it, passing first time," says Jim. "For a car that was expected to last six months, it has now been with us for three years. It has once again passed its MOT, after I replaced the exhaust and catalyser at a total cost of £55. Enzo is no longer a car; he's one of the family."

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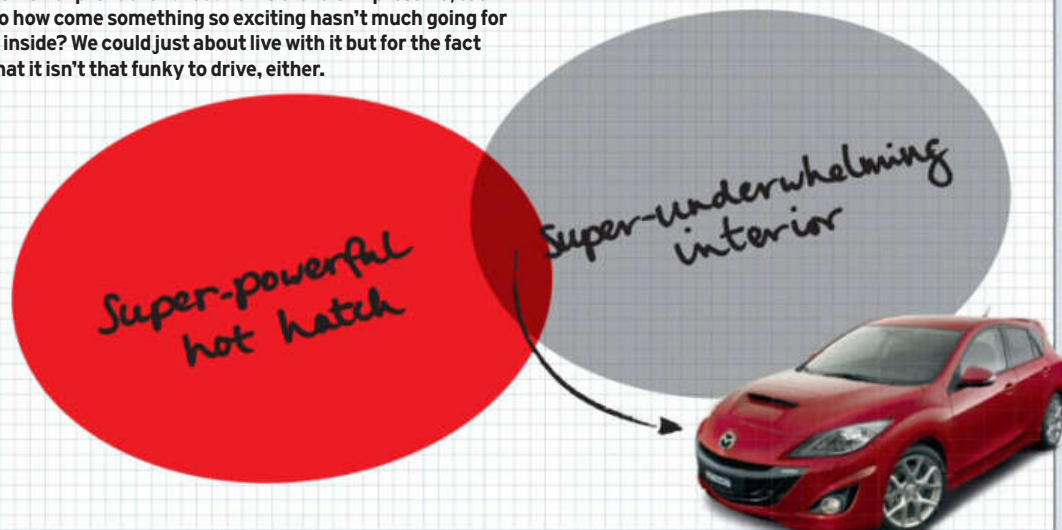


WHAT CAUGHT MY EYE THIS WEEK

Mileage correction firms are being outlawed by the EU. You'll have to wait until 2018, though. Best not to trust a digital mileage – possibly ever.

USED CAR DILEMMA: MAZDA 3 MPS

Its 257bhp is rather a lot and 280lb ft is impressive, too. So how come something so exciting hasn't much going for it inside? We could just about live with it but for the fact that it isn't that funky to drive, either.



Smooth-riding sofas from £5k

Our roads may be rough, but there are cars that can defeat them with peerless ride comfort. **Steve Cropley** picks six that won't break the bank

1 Jaguar XJ (2003-2009)

Jaguar XJs have been around since 1968, but here we're discussing the models codenamed X350 and X358, Jaguar's first all-aluminium cars.

The X350 looks a lot like XJs of yore, mainly because unhelpful quizzing of US buyers encouraged the company not to change anything, with the result that despite the fact that it was yards

better than any predecessor, the market was disappointed that it looked the same and failed to buy it in the predicted droves.

The short-lived X358 was an attempt to spruce the X350 up. Pick of the engines are the 2.7-litre V6 diesel (loads about for £5000) or the supercharged 4.2-litre V8, for which you'll pay £1000-£1500 more.



2



Citroën C6 (2005-2012)

The C6 is Citroën's most recent attempt at a big, luxurious saloon, and although it's more durable and better built than predecessors such as the XM and CX, its prices have sunk almost as quickly.

You can buy a healthy low-miler for £6000, yet it's a beautiful-looking car that comes with Citroën's unique gas-over-oil Hydractive self-levelling

suspension system as standard.

You'll find the car rides so flat that you'd swear the wheelbase was twice as long as it is. Buy a top-spec Exclusive with the 201bhp 2.7-litre diesel V6 (by far the most common engine) or, if you can find one, the later and more powerful 237bhp 3.0-litre V6. Avoid low-spec models, which will be hard to sell on.

Rolls-Royce Silver Seraph (1980-1999)

You can buy The Best Car In The World for £12,000, provided you're happy with a Seraph. It's an improved version of the Silver Shadow, Rolls's first model with an all-independent monocoque body.

It comes from an era when Rolls was strangled for investment, so it's best to go for the latest car you can afford – certainly from 1989 or later, when the

car was given automatic ride control, or ideally post-1991, when a four-speed auto superseded the ancient GM three-speeder. If you can run to £20k, the post-1993 light-pressure turbo job will be more frugal (16mpg versus 14mpg). Buy carefully; there are Rolls-trained specialists around the country who can both assess a car and keep it running.

3





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USED CAR
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6



Range Rover (2002-2012)

BMW stopped being Land Rover's owner a couple of years before its 2002 launch, but this incarnation of Range Rover was engineered and developed on the German firm's watch. BMW worked extremely hard making this model better than its Rover-engined P38A predecessor, which was a pleasant car with a terrible record for reliability.

At £8000 for an early 80,000-miler, this version is still a fine vehicle that's comfortable and refined, with an

especially appealing interior design.

All versions are broadly okay, although if buying a diesel (as most people tend to do) we'd opt to pay £12,000-ish for the 277bhp TDV8 oil-burner that popped up to replace the original 177bhp BMW-engined model. Original petrol cars used BMW's then-ubiquitous 4.4-litre V8, but in 2006 the Range Rover switched to JLR's own supercharged 4.2-litre V8, which is the better buying option.

4



Mercedes-Benz S500 (2005-2013)

S500s come in all shapes and eras, but our pick is an early W221, launched in 2005. There's a huge array of engines, including some frugal diesels, but we like the S500 for its effortless performance (the 5.5-litre V8 gives 0-60mph in 5.4sec) and still-decent economy.

You'll find lots to choose from, with prices starting at around £10k for the S500, but watch out for the 'airport limo' thing. S-Classes tolerate mileages well, but a proper inspection makes sense.

5



Lexus LS430 (2000-2006)

Some would call the LS430 the least desirable big Lexus, caught between two generations of earlier LS400 and the rarer late-model LS460. But we see it as the bargain, modern enough to have corrected the 400's faults (saggy suspension, uncommunicative steering) but available in decent numbers.

With £5k-£6k to spend, you'll find a fine array of cars. They're soft-riding, durable and roomy. Service costs are low and the dealers are excellent.

NEW CARS A-Z

For full reviews of every car listed here, visit our website, autocar.co.uk

Autocar's star ratings explained

- ☆☆☆☆☆ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆☆ Appalling. Massively significant failings.
- ☆☆☆☆☆ Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆☆ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆☆ Off the pace. Below average in nearly all areas.
- ☆☆☆☆☆ Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆☆ Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆☆ Good. Competitive in key areas.
- ☆☆☆☆☆ Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆☆ Excellent. Near class leading in key areas, and in some ways outstanding.
- ☆☆☆☆☆ Brilliant, unsurpassed. All but flawless.

Full road test on autocar.co.uk

Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 89

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
ABARTH				
500 3dr hatch	Good value hot hatch. In Esseesse trim it's great fun to drive	★★★★☆		
1.4 T-Jet	£14205	133	155	26
500 CONVERTIBLE 2dr open	Open-top hot hatch; has a softer ride than the tin-top car	★★★★☆		
1.4 16v Turbo T-Jet	£16005	133	155	27
PUNTO EVO 3dr hatch	Scorpion-badged Punto is fun, but not the most focused hot hatch	★★★★☆		
1.4 Turbo M'Air	£16857	161	142	30
ALFA ROMEO				
MITO 3dr hatch	Classy, well equipped and cheap. No dynamic benchmark	★★★★☆		
0.9 TB TwinAir 105 Distinctive	£16160	103	98	13
0.9 TB TwinAir 105 OV Line	£16910	103	98	13
1.4 140 M'air TCT Distinctive	£17710	138	124	19
1.4 140 M'air TCT OV Line	£18460	138	124	20
1.4 170 M'air O'Verde	£20300	168	139	26
1.3 JTDm-2 85 Distinctive	£16745	94	90	11
1.6 JTDm-2 120 d'ive S-S	£17910	118	114	19
1.6 JTDm-2 120 OV Line	£18660	118	114	20
GIULIETTA 5dr hatch	Stylish, rewarding family hatch. A new era for Alfa	★★★★☆		
2.0 JTDm 175 Excl. TCT	£25840	148	110	20
2.0 JTDm 175 OV Line TCT	£27590	148	110	20
1.4 TB 120 Progression	£18450	118	149	16
1.4 TB 120 Distinctive	£19700	118	149	16
1.4 TB Mult'ir 170 Distinctive	£21200	168	134	23
1.4 TB Mult'ir 170 Excl.	£22950	168	134	23
1.4 TB Mult'ir 170 Ex'ive TCT	£24245	168	121	23
1.4 TB Mult'ir 170 OV Line	£24700	168	134	23
1.4 TB Mult'ir 170 OV Line TCT	£25995	168	121	23
1.6 JTDm 105 Progression	£19500	103	114	16
1.6 JTDm 105 Distinctive	£20750	103	114	16
1.6 JTDm 105 Excl.	£22500	103	114	16
2.0 JTDm 150 Distinctive	£21930	148	110	20
2.0 JTDm 150 Excl.	£23680	148	110	20
2.0 JTDm 150 OV Line	£25430	148	110	20
4C 2dr coupé	A singular statement. Flawed, perhaps, but the best current Alfa by miles	★★★★☆		
1.75T	£51500	237	159	50
ALPINA				
3.0 2dr coupé	Rapid, usable and cheaper alternative to an M3	★★★★☆		
3.0 S Biturbo	£51350	394	224	-
3.0 4dr saloon	Rapid, usable and cheaper alternative to an M3	★★★★☆		
3.0 S Biturbo	£50350	394	224	-
3.0 CONVERTIBLE 2dr open	Rapid, usable, cheaper alternative to an M3.	★★★★☆		
3.0 S Biturbo	£56450	394	225	-
3.0 2dr saloon	Rapid, usable and cheaper alternative to an M3.	★★★★☆		
3.0 S Biturbo	£51350	394	225	-
B5 4dr saloon	Huge pace, but let down by uninvolved dynamics	★★★★☆		
85 Biturbo	£71950	507	252	-
85 Biturbo	£71950	500	252	-
B5 TOURING 5dr estate	Huge pace, but let down by uninvolved dynamics	★★★★☆		
85 Biturbo	£71950	500	255	-
B7 4dr saloon	Makes sense on an autobahn but not for the UK	★★★★☆		
4.4 V8 Switch-tronic	£95850	500	282	-
4.4 V8 Switch-tronic LWB	£98850	500	282	-
D3 4dr saloon	Precise dynamics with added Alpina kudos and a great engine	★★★★☆		
3.0D Biturbo	£46950	345	139	50
D5 4dr saloon	Rapid, usable and cheaper alternative to an M5	★★★★☆		
3.0 Bi-Turbo	£55950	340	155	-
XD3 5dr 4x4	Alpina's first SUV is a triumph. Hugely fast, capable and desirable	★★★★☆		
3.0 XD3	£54950	345	-	49
ARIEL				
ATOM 0dr open	Superbike fast track mentalism. As exhilarating as cars get	★★★★☆		
245	£29321	245	-	-
300	£34319	300	-	-
ASTON MARTIN				
RAPIDE 4dr saloon	Four-door Aston is more practical, but just as charming	★★★★☆		
5.9 V12 S	£149995	550	355	-
VANTAGE 2dr coupé	Stunning Brit sports car. V12 is a new benchmark for Aston	★★★★☆		
4.7 V8	£84995	420	299	-
4.7 V8 S	£99995	430	299	-
5.9 V12 S	£138000	565	388	50
VANTAGE ROADSTER 2dr open				
	the Vantage's relaxed nature	★★★★☆		
4.7 V8	£98995	420	299	-
5.9 V12 S	£110700	430	299	-
5.9 V12 S	£150000	510	388	-
DB9 VOLANTE 2dr open	Facelift a big improvement dynamically	★★★★☆		
5.9 V12	£141995	470	333	-
DB9 2dr coupé	Enchanting looks, but ride is choppy. Manual the best	★★★★☆		
5.9 V12	£131995	470	333	-
VANQUISH 2dr coupé	A British supercar for British roads. Looks the business, too	★★★★☆		
5.9 V12	£189995	565	335	-
AUDI				
A1 3dr hatch	Audi's answer to the Mini. Fun and refined	★★★★☆		
1.4 TFSI 125 Sport	£16730	123	115	21
1.4 TFSI 125 S line	£18725	123	117	21
1.4 TFSI 150 S line	£19520	148	112	25
2.0 TFSI 231 S1	£25420	228	162	33
1.6 TDI 116 SE	£15430	114	92	19
1.6 TDI 116 Sport	£17405	114	92	19
1.6 TDI 116 S line	£19400	114	93	19
A1 5dr sportback	Rear doors add convenience to an attractive package	★★★★☆		
1.4 TFSI 125 Sport	£17350	123	118	21
1.4 TFSI 125 S line	£19345	123	119	21
1.4 TFSI 150 S line	£20140	148	112	25
2.0 TFSI 231 S1	£26155	228	162	33
1.6 TDI 116 SE	£16050	114	92	19
1.6 TDI 116 Sport	£18025	114	92	19
1.6 TDI 116 S line	£20020	114	93	19
A3 3dr hatch	Classy interior, stable handling and good engines. Second only to the Golf	★★★★☆		
1.2 TFSI 110 SE	£18615	108	117	17
1.6 TDI 110 ultra SE Technik	£21615	108	89	17
2.0 TDI 184 quattro S line	£29945	148	129	26
2.0 TDI 184 S line	£27795	148	127	26
2.0 TDI 184 S line	£27035	148	114	28
2.0 TDI 184 Sport	£24885	148	112	27
2.0 TFSI 300 quattro S3	£30980	296	162	36
1.2 TFSI 110 Sport	£20015	108	117	17
1.2 TFSI 110 S line	£22125	108	114	18
1.4 TFSI 125 SE	£19915	123	122	18
1.4 TFSI 125 Sport	£21315	123	122	19
1.4 TFSI 125 S line	£23465	123	124	20
1.4 TFSI 150 SE ACT	£20765	148	109	23
1.4 TFSI 150 Sport ACT	£22165	148	109	23
1.4 TFSI 150 S line ACT	£24315	148	111	24
1.8 TFSI 180 Sport	£26830	178	135	26
1.8 TFSI 180 quattro Sport	£26830	178	149	27
1.8 TFSI 180 S line	£26055	178	135	27
1.8 TFSI 180 quattro S line	£29055	178	153	28
1.6 TDI 110 ultra SE	£20865	108	89	17
1.6 TDI 110 Sport	£22265	108	105	17
1.6 TDI 110 S line	£24415	108	107	18
2.0 TDI 150 SE	£22215	148	108	21
2.0 TDI 150 SE Technik	£22965	148	108	23
2.0 TDI 150 Sport	£23615	148	108	21
2.0 TDI 150 S line	£25765	148	109	21
A3 4dr saloon	All the A3's standard attributes in a saloon body. S3 great looking	★★★★☆		
1.4 TFSI 150 ACT Sport	£23335	148	110	23
1.6 TDI 110 S line	£25585	108	106	18
1.8 TFSI 180 quattro S line	£30225	178	153	28
1.8 TFSI 180 quattro Sport	£28000	178	149	25
1.8 TFSI 180 Sport	£25075	178	135	23
2.0 300 quattro S3	£33580	296	164	36
2.0 TDI 150 Sport	£24785	148	107	23
1.4 TFSI 150 ACT S line	£25485	148	112	24
1.6 TDI 110 S line	£27225	178	135	24
1.6 TDI 110 Sport	£23435	108	104	17
2.0 TDI 150 S line	£26935	148	108	24
2.0 TDI 184 Sport	£26055	181	112	27
2.0 TDI 184 S line	£28205	181	114	28
2.0 TDI 184 quattro Sport	£28965	181	127	26
2.0 TDI 184 quattro S line	£31115	181	129	26
A3 5dr sportback	Classy interior, stable handling and good engines. Second only to the Golf	★★★★☆		
1.4 TFSI 125 Sport	£21935	123	122	19
1.8 TFSI 180 quattro S line	£29675	178	153	28
1.8 TFSI 180 Sport	£26675	178	135	27
1.8 TFSI 180 S line	£24525	178	135	26
2.0 TDI 150 S line	£26385	148	109	21
2.0 TDI 150 Sport	£22835	148	108	21
2.0 TDI 150 Sport	£24235	148	108	21
2.0 TDI 184 quattro S line	£30565	175	129	26
2.0 TFSI 300 quattro S3	£31600	296	162	36
1.2 TFSI 110 SE	£19235	108	117	17
1.2 TFSI 110 Sport	£20635	108	117	17
1.2 TFSI 110 S line	£22745	108	114	18
1.4 TFSI 125 SE	£20535	123	122	18
1.4 TFSI 150 SE ACT	£21385	148	112	23
1.4 TFSI 150 Sport ACT	£22785	148	112	23
1.4 TFSI 150 S line ACT	£24935	148	114	24
1.4 TFSI 150 e-tron	£35340	201	37	29
1.8 TFSI 180 quattro Sport	£27450	178	149	27
1.6 TDI 110 ultra SE	£21485	108	89	17
1.6 TDI 110 ultra SE Technik	£22235	108	89	17
1.6 TDI 110 Sport	£22885	108	105	17
1.6 TDI 110 S line	£25035	108	107	18
2.0 TDI 150 SE Technik	£23585	148	108	23
2.0 TDI 184 Sport	£25505	175	112	27
2.0 TDI 184 quattro Sport	£28415	175	127	26
2.0 TDI 184 S line	£27655	175	114	28
A3 CABRIOLET 2dr open	A measured success, but the usual sacrifices make it fun free	★★★★☆		
1.4 TFSI 150 S line	£29675	148	118	26
1.4 TFSI 150 SE	£26125	148	116	24
1.4 TFSI 150 Sport	£27525	148	116	25
1.8 TFSI 180 S line Au	£32895	178	133	29
1.8 TFSI 180 Sport Au	£30745	178	133	29
2.0 TDI 150 S line	£31125	148	115	27
2.0 TDI 150 SE	£27575	148	113	24
2.0 TDI 150 Sport	£28975	148	113	25
1.8 TFSI 180 Sport	£29265	178	140	29
1.8 TFSI 180 quattro Sport	£32225	178	154	29
1.8 TFSI 180 S line	£31415	178	140	31
1.8 TFSI 180 quattro S line	£34415	178	157	32
2.0 TFSI 300 quattro S3	£39245	296	165	42
1.6 TDI 110 SE	£26225	108	110	17
1.6 TDI 110 Sport	£27625	108	110	18
1.6 TDI 110 S line	£29775	108	112	20
2.0 TDI 184 Sport	£30245	181	117	30
2.0 TDI 184 S line	£32395	181	119	31
2.0 TDI 184 quattro S line	£35435	181	134	31
2.0 TDI 184 quattro Sport	£33285	181	132	30
A4 4dr saloon	Highly competent and quality laden; leaves the dynamic finesse to its rivals	★★★★☆		
3.1 100S	£31005	148	119	24
3.0 TDI 150 S line	£30320	148	119	23
2.0 TDI 150 SE	£28855	148	127	23
2.0 TDI 150 SE Technik	£30275	148	127	23
2.0 TFSI 225 quattro Black Edi	£29620	175	120	27
2.0 TFSI 225 quattro S line	£34500	222	155	33
2.0 TFSI 225 quattro SE	£31645	222	155	32
2.0 TFSI 225 quattro SE Techni	£32945	222	155	33
1.8 TFSI 120 SE	£24385	118	151	19
1.8 TFSI 120 SE Technik	£25685	118	151	19
1.8 TFSI 120 S line	£27240	118	151	20
1.8 TFSI 120 Black Edition	£28015	118	151	20
1.8 TFSI 170 SE	£26000	168	134	25
1.8 TFSI 170 SE Technik	£27420	168	134	24
1.8 TFSI 170 S line	£28855	168	134	26
1.8 TFSI 170 Black Edition	£29630	168	134	26
3.0 V6 333 S4	£39610	328	178	36
3.0 V6 333 S4 Black Edition	£40685	328	178	36
2.0 TDi 136 SE Technik	£28600	134	112	23
2.0 TDi 136 SE	£27600	134	112	23
2.0 TDi 163 Ultra SE	£28320	161	109	27
2.0 TDi 163 Ultra SE Technik	£29740	161	109	27

AUTOCAR TOP FIVES

Lightweights



1 Ariel Nomad From £36,000
If there were simply a list of our top five favourite cars, the Nomad might just top it. A revelation and a riot. ★★★★★



2 Morgan 3 Wheeler From £31,000
The eccentric, characterful and deftly brilliant Morgan is a three-wheeled testament to English creativity. ★★★★★



3 Caterham Seven 360R From £30,000
The sweet spot in the revised range, it's remapped 2.0 Duratec providing just the right level of performance. ★★★★★



4 Lotus Elise S Cup From £43,000
Road-going version of the racing Elise. Suspension mods help to make it an unbridled joy. Justifies its price tag. ★★★★★



5 Zenos E10 S From £30,000
The latest of the British mid-engined marvels. Earns its stripes immediately. Expect a dedicated following. ★★★★★

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
3.0 TDI 245 quattro S line Spt	£46110	242	173	40
1.8 TFSI 170 SE	£32330	168	143	28
3.0 TFSI 333 S5	£47035	328	189	42
4.2 V8 RS5	£69555	444	249	47
2.0 TDI 177 SE	£34575	175	127	29
2.0 TDI 177 S line	£37825	175	127	30
3.0 TDI 204 S line	£41555	201	138	33
3.0 TDI 245 quattro S line	£45220	242	167	39
A6 4dr saloon The best sprung Audi saloon, and one of the most appealing full stop				
3.0 bitdi 320 quattro Black Ed	£51165	316	164	44
3.0 bitdi 320 quattro S line	£48990	316	159	43
3.0 TDI 218 Black Edition	£43135	215	127	35
3.0 TDI 218 quattro Black Edn	£44895	215	138	40
3.0 TDI 218 quattro S line	£42720	215	133	39
3.0 TDI 218 quattro SE	£40195	215	133	39
3.0 TDI 272 quattro Black Edn	£46455	268	138	42
4.0 TFSI 450 S6	£56545	429	214	42
2.0 TDI 190 Ultra SE	£32295	187	113	32
2.0 TDI 190 Ultra S line	£34820	187	113	33
2.0 TDI 190 Ultra Black Edn	£36995	187	113	33
3.0 TDI 218 SE	£38435	215	122	34
3.0 TDI 218 S line	£40960	215	122	35
3.0 TDI 272 quattro SE	£41755	268	133	41
3.0 TDI 272 quattro S line	£44280	268	133	41
3.0 bitdi 320 quattro SE	£46465	316	159	43
A6 AVANT 5dr estate A capable space buster, bitdi a giant killer				
3.0 bitdi 320 quattro Black Ed	£53330	316	169	44
3.0 bitdi 320 quattro S line	£51040	316	164	43
3.0 TDI 218 Black Edition	£45185	215	130	35
3.0 TDI 218 quattro Black Edn	£46960	215	144	40
3.0 TDI 218 quattro S line	£44770	215	138	39
3.0 TDI 218 quattro SE	£42245	215	138	39
3.0 TDI 272 quattro Black Edn	£48520	268	142	41
4.0 TFSI 560 RS6	£78790	552	223	50
4.0 TFSI 450 S6	£58545	429	219	47
2.0 TDI 190 Ultra SE	£34345	187	118	32
2.0 TDI 190 Ultra S line	£36870	187	119	33
2.0 TDI 190 Ultra Black Edn	£39045	187	124	33
3.0 TDI 218 SE £40485 215 125 34				
3.0 TDI 218 S line	£43010	215	125	35
3.0 TDI 272 quattro SE	£43805	268	138	41
3.0 TDI 272 quattro S line	£46330	268	138	41
3.0 TDI 320 quattro SE	£48515	316	164	43
A6 ALLROAD 5dr estate Rugged 4x4 A6. Even more pricey				
3.0 TDI 218 quattro	£45755	215	149	39
3.0 TDI 218 quattro Sport	£49455	215	149	39
3.0 TDI 272 quattro	£47315	268	149	42
3.0 TDI 272 quattro Sport	£51015	268	149	42
3.0 bitdi 320 quattro	£52125	316	172	44
3.0 bitdi 320 quattro Sport	£58225	316	172	44
A7 SPORTBACK 5dr hatch A good mix of luxury, practicality and driver reward				
3.0 TFSI 333 quattro S line	£53045	328	182	44
3.0 TFSI 333 quattro Black Ed	£55395	328	182	44
3.0 TDI 218 Ultra SE Exec	£45915	215	124	37
3.0 TDI 218 Ultra S line	£46705	215	128	38
3.0 TDI 218 quattro SE Executi	£48750	215	138	41
3.0 TDI 218 quattro S line	£50480	215	142	41
3.0 TDI 218 quattro Black Ed	£52830	215	142	42
3.0 TDI 272 quattro SE Executi	£50255	268	138	43
3.0 TDI 272 quattro S line	£53060	268	142	43
3.0 TDI 272 quattro Black Ed	£55410	268	142	44
3.0 bitdi 320 quattro S line	£56730	316	167	45
3.0 bitdi 320 quattro Black Ed	£59080	316	167	45
A8 4dr saloon Stylish, comfortable and solid. A convincing exec saloon				
3.0 TDI 258 quattro SE Exec	£62185	247	155	46
2.0 TFSI 245 Hybrid	£64280	208	144	42
2.0 TFSI 245 Hybrid L	£68285	208	148	43
3.0 TFSI 310 quattro SE Exec	£64290	309	183	46
3.0 TFSI 310 quattro Sport Exe	£67890	308	183	46
4.0 TFSI 435 quattro SE Exec L	£76160	429	216	49
4.0 TFSI 435 quattro Sport Exe	£79760	429	216	49
4.0 TFSI 520 S8	£80735	513	216	49
6.3 W12 500 quattro L	£97920	493	254	50
3.0 TDI 258 quattro SE	£59580	254	155	46
3.0 TDI 258 quattro SE L	£63545	254	158	46
3.0 TDI 258 quattro SE Exec L	£66150	247	158	46
3.0 TDI 258 quattro Sport Exec	£65785	254	155	46
3.0 TDI 258 quattro Sport Ex L	£69750	254	158	47
4.2 TDI 385 quattro SE Exec	£72835	380	189	50
4.2 TDI 385 quattro SE Ex L	£76800	346	190	50
4.2 TDI 385 quattro Sport Exec	£76390	380	194	50
4.2 TDI 385 quattro Sport Ex L	£80355	380	197	50
Q3 5dr 4x4 Typically refined and competent, but feels more A3 than SUV				
1.4 TFSI 150 SE	£25380	138	128	19
1.4 TFSI 150 S line	£28060	138	131	20
2.0 TFSI 180 quattro SE	£29640	176	152	27
2.0 TFSI 180 quattro S line	£32190	176	155	27
2.0 TFSI 180 quattro S line Plus	£34540	176	161	28
2.5 TFSI 340 quattro RS	£45540	335	203	37
2.0 TDI 150 SE	£26920	148	119	20
2.0 TDI 150 quattro SE	£28480	148	131	20
2.0 TDI 150 S line	£29470	148	122	21
2.0 TDI 150 quattro S line	£31030	148	134	21
2.0 TDI 150 quattro S line Plus	£33380	148	140	21
2.0 TDI 184 quattro SE	£29280	181	139	24
2.0 TDI 184 quattro S line	£31845	181	143	24
2.0 TDI 184 quattro S line Plus	£34195	181	148	25
Q5 5dr 4x4 Exceptionally good handling for an SUV, but very compromised ride				
2.0 TFSI 180 quattro S line PI	£36270	178	174	29
2.0 TFSI 180 quattro SE	£31370	178	174	28
2.0 TFSI 180 quattro S line	£33770	178	174	29
2.0 TFSI 225 quattro SE	£32845	222	173	29
2.0 TFSI 225 quattro S line	£35300	222	179	29
2.0 TFSI 225 q'tro S line Plus	£37800	222	181	30
2.0 TDI 150 quattro S line	£31720	148	147	21
2.0 TDI 150 quattro S line Plus	£34120	148	150	21
2.0 TDI 150 quattro S line Plus	£36555	148	152	22
2.0 TDI 177 quattro SE	£32610	175	154	24
2.0 TDI 177 quattro S line	£35010	175	154	25
2.0 TDI 177 q'tro S line Plus	£37510	175	154	25
3.0 TDI 245 quattro SE	£38370	241	169	33
3.0 TDI 245 quattro S line	£40770	241	169	34
3.0 TDI 245 q'tro S line Plus	£43270	241	169	34
3.0 bitdi 313 S05	£44785	309	174	41
Q7 5dr 4x4 Seven-seat SUV feels its bulk. A BMW X5 or Land Rover is better				
3.0 TDI 204 S line Plus	£51155	201	189	37
3.0 TDI 245 S line Plus	£52585	237	195	41
3.0 TDI 245 S line Sport Editi	£55585	237	195	41
3.0 TDI 245 S line Style Editi	£54085	237	195	41
4.2 TDI 340 S line Plus	£62220	335	242	46
4.2 TDI 340 S line Sport Editi	£65220	335	242	47
4.2 TDI 340 S line Style Editi	£63720	335	242	47
3.0 TDI 204 SE	£43895	201	189	35
3.0 TDI 204 S line	£46655	237	189	36
3.0 TDI 245 S line	£48085	237	195	40
4.2 TDI 340 S line	£57720	335	242	45
TT 2dr coupé TT finds its mojo at last. Drive experience now an equal to the obvious prestige				
2.0 TFSI Sport	£29915	228	141	35
2.0 TFSI Sport quattro	£32860	228	153	37
2.0 TFSI S line	£32465	228	141	35
2.0 TFSI S line quattro	£35410	228	153	38
2.0 TFSI 310 quattro TTS	£38945	306	168	45
2.0 TDI Ultra Sport	£29810	181	116	34
2.0 TDI Ultra S line	£32360	181	116	35
TT ROADSTER 2dr open Takes the edge off the TT's fine looks - but still hugely competent				
2.0 TDI ultra 184 S line	£34545	181	114	36
2.0 TDI ultra 184 Sport	£31995	181	114	35
2.0 TFSI 230 quattro S line	£37595	228	158	39
2.0 TFSI 230 quattro Sport	£35045	228	158	38
2.0 TFSI 230 S line	£34650	228	144	38
2.0 TFSI 230 Sport	£32100	228	144	37
2.0 TFSI 310 TTS	£41130	306	173	43
R8 2dr coupé Usable, but no less involving and dramatic for it. V10 is brutal				
4.2 FSI 430 V8	£93785	424	332	50
5.2 FSI 525 V10	£114885	518	346	50
5.2 FSI 550 V10 Plus	£126885	543	346	50
R8 SPYDER 2dr open Great noise, and loses little of the coupe's poise				
4.2 FSI 430 V8	£102435	424	337	50
5.2 FSI 525 V10	£123535	518	349	50
BAC				
MONO 2dr open An F-22 Raptor for the road. Only better built				
Mono 2.3	£111168	280	-	-
BENTLEY				
CONTINENTAL GT 2dr coupé A brilliant Audi V8-inspired reboot				
6.0 W12 GT Speed	£151100	616	338	50
4.0 V8	£123850	500	246	50
4.0 V8 S	£139000	521	246	50
6.0 W12	£136710	567	385	50
CONTINENTAL GT CONVERTIBLE 2dr open A brilliant Audi V8-inspired reboot				
4.0 V8	£136250	500	254	50
4.0 V8 S	£152900	521	254	50
6.0 W12 Speed	£167900	616	347	50
MULSANNE 4dr saloon Effortless and graceful. Great driving position				
6.75 V8	£224700	506	393	-

FLYING SPUR 4dr saloon A genuine luxury saloon. Superb inside. As it should be	★★★★★	3.0 TDI 245 quattro S line Spt	£46110	242	173	40
4.0 V8	£136000	500	254	50		
6.0 W12	£140900	616	343	50		
6.0 W12 Mulliner	£150220	616	343	50		
BMW						
1 Series 3dr hatch Measures up on space and comfort now. Still no 3 Series						
118i SE	£20245	134	125	18		
120i M Sport	£21245	134	129	18		
118i M Sport	£23075	168	133	19		
120i M Sport	£23295	134	136	21		
120i M Sport	£24995	134	139	22		
125i M Sport	£26375	215	157	28		
125i M Sport	£31200	315	188	37		
116d SE	£21180	114	94	15		
116d ED Plus	£22030	114	89	15		
116d M Sport	£22180	114	103	15		
118d SE	£23880	114	106	16		
118d SE	£22325	148	104	19		
118d Sport	£23325	148	109	19		
120d M Sport	£25025	148	114	20		
120d Sport	£24775	187	114	24		
120d M Sport	£26475	187	118	25		
125d M Sport	£29800	221	121	30		
1 Series 5dr hatch Measures up on space and comfort now. Still no 3 Series						
118i SE	£20775	168	125	18		
118i Sport	£21775	168	129	18		
118i M Sport	£23605	168	133	19		
120i M Sport	£23825	134	136	21		
125i M Sport	£25525	214	139	22		
125i M Sport	£26905	215	157	28		
125i M Sport	£31730	315	188	37		
116d SE	£21710	114	94	15		
116d ED Plus	£22560	114	89	15		
116d M Sport	£22710	114	103	15		
118d SE	£24410	114	106	16		
118d SE	£22855	148	104	19		
118d Sport	£23855	148	109	19		
118d M Sport	£25555	148	114	20		
120d Sport	£25305	187	114	24		
120d M Sport	£27005	187	118	25		
120d xDrive M Sport	£30055	187	124	24		
120d xDrive Sport	£28355	187	124	24		
125d M Sport	£30330	221	121	30		
2 Series 2dr coupé A proper compact coupé now. M235i is one of the best BMWs period						
320i M Sport	£32120	215	125	33		
225i M Sport	£26195	151	146	25		
220i M Sport	£25745	215	149	26		
228i M Sport	£28410	242	155	30		
M235i	£34540	326	189	39		
218d SE	£24415	141	119	20		
218d Sport	£25415	141	119	20		
218d M Sport	£26765	141	123	21		
220d Sport	£27015	181	126	26		
220d M Sport	£28365	181	115	27		
2 Series 2dr open Doesn't quite replicate the coupe's verve, but still good						
220d M Sport	£31315	181	124	27		
220d Sport	£29965	181	121	27		
220i M Sport	£30530	215	161	29		
228i M Sport	£29180	215	167	33		
228i M Sport	£31550	242	153	38		
M235i	£37715	326	199	49		
220i Luxury	£30180	181	161	28		
220d Luxury	£30965	181	124	27		
2 Series Active Tourer 5dr mpv BMW's front-drive hatch is a proper contender						
218i SE	£22750	189	142	20		
218i Sport	£22475	134	115	13		
218i M Sport	£23725	134	115	13		



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AUTOCAR TOP FIVES

Premium hatches

1 BMW i3 From £30,000

An electrified statement of intent. With a generous budget and modest miles in mind, the i3 is simply unbeatable. ★★★★★



2 Audi A3 Sportback From £19,000

The Volkswagen Golf is our conventional hatch champ, but its sister car is almost as good if only an Audi will do. ★★★★★



3 Volvo V40 From £19,000

No, the V40 isn't perfect, but it's handsome, brilliantly well packaged and different – rare commodities. ★★★★★



4 BMW 1 Series From £20,000

It looks desperate from certain angles, but the BMW is still a sure bet. Arguably offers the most sporting drive. ★★★★★



5 Mercedes-Benz A-Class From £20,000

We're warming to the A-Class, although caution is still advised





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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
KUGA 5dr 4x4 Bigger Kuga has taken a stylistic setback, but the strengths remain ★★★★★	£23045	177	135	22
2.0 TDCi 180 Titanium X Sport	£24000	148	143	20
1.5T 150 EcoBoost Zetec 2WD	£22645	148	143	20
1.5T 150 EcoBoost Titanium X	£25395	148	143	20
1.5T 150 Titanium X Sport	£28345	148	143	20
1.5T 182 EcoBoost Zetec AWD	£25160	180	171	21
1.5T 182 EcoBoost Titanium AWD	£26795	180	171	21
1.5T 182 EcoBoost Titanium X AWD	£29545	180	171	21
1.5T 182 Ebst Titanium X Sport	£32495	180	171	21
2.0 TDCi 150 Zetec 2WD	£22695	148	122	20
2.0 TDCi 150 Titanium 2WD	£24345	148	122	20
2.0 TDCi 150 Titanium X 2WD	£27095	148	122	20
2.0 TDCi 150 Titanium X Sport	£30045	148	122	20
2.0 TDCi 150 Zetec AWD	£24195	148	135	20
2.0 TDCi 180 Titanium AWD	£26345	177	135	22
2.0 TDCi 180 Titanium X AWD	£29095	177	135	22
C-MAX 5dr mpv As fun to drive as it is easy to live with ★★★★★	£18695	99	117	10
1.0T 100 EcoBoost Zetec S-S	£19195	123	117	10
1.0T 125 EcoBoost Zetec S-S	£20195	99	117	10
1.0T 125 EcoBoost Titanium S-S	£20695	123	117	10
1.0T 125 EcoBoost Titanium X S-S	£22695	123	117	10
1.6 105 Zetec	£17655	103	149	11
1.6T 150 EcoBoost Titanium S-S	£20855	148	144	19
1.6T 182 EcoBoost Titanium X S-S	£23605	180	144	21
1.6 TDCi 115 Zetec	£19150	114	117	16
1.6 TDCi 115 Titanium	£20650	114	117	16
1.6 TDCi 115 Titanium X	£22650	114	117	16
2.0 TDCi 140 Titanium ★★★★★	£21275	138	129	20
2.0 TDCi 163 Titanium X	£24225	161	129	22
GRAND C-MAX 5dr mpv Fun and practical small seven seater ★★★★★	£20295	99	119	10
1.0T 100 EcoBoost Zetec S-S	£20795	123	119	10
1.0T 125 EcoBoost Zetec S-S	£21795	99	119	10
1.0T 125 EcoBoost Titanium S-S	£22295	123	119	10
1.0T 125 EcoBoost Titanium X S-S	£24295	123	119	10
1.6T 150 EcoBoost Titanium S-S	£22950	148	149	19
1.6T 182 EcoBoost Titanium X S-S	£24950	180	149	21
1.6 TDCi 115 Zetec	£20745	114	124	16
1.6 TDCi 115 Titanium	£22045	114	124	16
1.6 TDCi 115 Titanium X	£24045	114	124	16
2.0 TDCi 140 Titanium	£23250	138	134	20
2.0 TDCi 163 Titanium X	£25750	161	134	22
S-MAX 5dr mpv Proof that MPV's need not be boring or ungainly. Still the benchmark ★★★★★	£23310	158	159	18
1.6T 160 EcoBoost Zetec S-S	£25600	158	159	18
2.0 203 EcoBoost Titanium auto	£26735	200	189	22
2.0 240 Tilt. X Sp. auto	£31485	237	194	27
1.6 TDCi 115 Zetec S-S	£24110	114	139	17
1.6 TDCi 115 Eco Tium S-S	£25860	114	139	17
1.6 TDCi 140 Zetec	£24295	138	139	20
2.0 TDCi 140 Titanium	£26045	138	139	20
2.0 TDCi 163 Titanium	£26645	161	139	21
2.0 TDCi 163 Tilt. X Sp.	£30395	161	139	21
2.2 TDCi 200 Titanium	£27870	177	126	24
2.2 TDCi 200 Tilt. X S-S	£31620	197	126	26
GALAXY 5dr mpv Huge seven-seater MPV. Easy to place on the road. Not cheap ★★★★★	£32875	197	179	27
1.6 160 EcoBoost Zetec S-S	£25670	158	167	18
1.6 160 Eco Tium S-S	£27570	158	167	18
1.6 160 Eco Tium S-S	£30070	158	167	18
2.0 203 EcoBoost Titanium auto	£29235	200	189	22
2.0 203 EcoBoost Tiltan X auto	£31735	200	189	25
1.6 TDCi 115 Zetec S-S	£26460	114	139	17
1.6 TDCi 115 Eco Tium S-S	£28360	114	139	17
1.6 TDCi 140 Zetec	£28060	114	139	17
2.0 TDCi 140 Zetec	£26645	138	139	20
2.0 TDCi 140 Titanium	£28545	138	139	20
2.0 TDCi 163 Titanium X	£31045	138	139	21
2.0 TDCi 163 Titanium	£29145	161	139	22
2.0 TDCi 163 Titanium X	£31645	161	139	23
2.2 TDCi 200 Titanium	£30375	197	179	26
GINETTA				
G40 2dr coupé Road-legal race car with stripped-out chassis to spare ★★★★★	£29950	175	181	-
HONDA				
JAZZ 5dr hatch Great packaging makes this a versatile, if not thrilling supermini ★★★★★	£13395	99	123	14
1.2 i-VTEC SE	£14390	99	123	14
1.4 i-VTEC ES Plus	£14895	99	129	15
1.4 i-VTEC ES Plus-T	£15890	99	129	15
1.2 i-VTEC Si-T	£15990	99	129	15
1.2 i-VTEC S	£11695	99	123	13
1.2 i-VTEC S-A-C	£12545	99	123	13
1.2 i-VTEC S-T	£12690	99	123	13
1.2 i-VTEC S-T-A-C	£13540	99	123	13
1.3 iMA Hybrid HE	£17150	97	104	16
1.3 iMA Hybrid HE-T	£18145	97	104	16
1.3 iMA Hybrid HS	£17650	97	104	16
1.3 iMA Hybrid HS-T	£18645	97	104	16
1.3 iMA Hybrid HX	£19250	97	104	16
1.3 iMA Hybrid HX-T	£20245	97	104	17
1.4 i-VTEC EX	£15995	99	129	16
1.4 i-VTEC EXL	£17195	99	129	16
1.4 i-VTEC EX-T	£16990	99	129	16
1.4 i-VTEC EXL-T	£18190	99	129	16
1.4 i-VTEC Si	£14995	99	129	16
CIVIC 5dr hatch A real contender, but the lack of rear legroom is a hindrance ★★★★★	£15975	99	129	5
1.4 i-VTEC S	£16815	99	129	5
1.6 i-VTEC EX-Nav	£25140	118	94	15
1.6 i-VTEC S	£18755	118	94	15
1.6 i-VTEC SE Plus	£20570	118	94	15
1.6 i-VTEC SE Plus-Nav	£21180	118	94	15
1.6 i-VTEC S-Nav	£19365	118	94	15
1.6 i-VTEC SR	£23140	118	94	15
1.8 i-VTEC EX Plus	£23935	99	145	15
1.8 i-VTEC S	£17635	140	137	13
1.8 i-VTEC SE Plus	£19565	99	145	14
1.8 i-VTEC SE Plus-Nav	£20175	99	145	14
1.8 i-VTEC S-Nav	£18245	140	137	14
1.8 i-VTEC SR	£22135	99	145	14
1.8 i-VTEC Sport	£19615	99	145	14
1.8 i-VTEC Sport-Nav	£20225	99	145	14
1.6 i-VTEC Sport	£20820	118	98	15
1.6 i-VTEC Sport-Nav	£21430	118	98	15
CIVIC TOURER 5dr estate Versatile, comfortable and frugal, only price marks its corecort ★★★★★	£26140	118	103	16
1.6 i-VTEC EX Plus	£19755	118	99	15
1.6 i-VTEC SE Plus	£21570	118	99	15
1.6 i-VTEC SE Plus-Nav	£22180	118	99	15
1.6 i-VTEC S-Nav	£20365	118	99	15
1.6 i-VTEC SR	£24340	118	103	16
1.6 i-VTEC EX Plus	£24935	140	149	15
1.8 i-VTEC S	£18650	140	146	13
1.8 i-VTEC SE Plus	£20565	140	149	14
1.8 i-VTEC SE Plus-Nav	£21175	140	149	14
1.8 i-VTEC S-Nav	£19260	140	146	14
1.8 i-VTEC SR	£23135	140	149	14
ACCORD 4dr saloon Comfortable interior. Fiddly dash and forgettable drive ★★★★★	£23200	154	159	23
2.0 i-VTEC ES	£24120	154	159	24
2.0 i-VTEC ES GT	£25320	154	159	24
2.0 i-VTEC EX	£26580	154	162	24
2.4 i-VTEC EX	£27890	198	199	26
2.4 i-VTEC EX ADAS	£30290	198	199	27
2.2 i-VTEC 150 ES	£25400	148	138	24
2.2 i-VTEC 150 ES GT	£26320	148	138	24
2.2 i-VTEC 150 ES GT Nav	£27520	148	138	24
2.2 i-VTEC 150 ES EX	£28795	148	141	25
2.2 i-VTEC 150 ES EX ADAS	£31195	148	141	26
2.2 i-VTEC 180 Type S	£31435	177	147	28
2.2 i-VTEC 180 Type S ADAS	£33685	177	147	29
ACCORD TOURER 5dr estate As above but more desirable and useful ★★★★★	£24680	154	163	23
2.0 i-VTEC ES	£25655	154	163	24
2.0 i-VTEC ES GT	£26855	154	163	24
2.4 i-VTEC EX	£29550	198	201	26
2.4 i-VTEC EX ADAS	£31950	198	201	27
2.2 i-VTEC 150 ES	£26895	148	143	24
2.2 i-VTEC 150 ES GT	£27870	148	143	24
2.2 i-VTEC 150 ES GT Nav	£29070	148	143	24
2.2 i-VTEC 150 ES EX	£30330	148	146	25
2.2 i-VTEC 150 ES EX ADAS	£32730	148	146	26
2.2 i-VTEC 180 Type S	£32925	177	150	28
2.2 i-VTEC 180 Type S ADAS	£35175	177	150	29
HR-V 5dr hatch Cleverly packaged and comfortable crossover. Bland performance though ★★★★★	£23195	128	-	-
1.5 i-VTEC EX	£17995	128	-	-
1.5 i-VTEC S	£19745	128	-	-
1.5 i-VTEC SE	£20355	128	-	-
1.6 i-VTEC S	£19745	118	-	-
1.6 i-VTEC SE	£21495	118	-	-
1.6 i-VTEC SE Nav	£22105	118	-	-
1.6 i-VTEC EX	£24945	118	-	-
CR-V 5dr 4x4 The CR-V soldiers on. But it's hemmed in by cleverer competition ★★★★★	£26740	118	115	22
1.6 i-VTEC 120 SE Nav 2WD	£24300	118	115	23
1.6 i-VTEC 120 SE Nav 2WD	£24300	118	115	23
1.6 i-VTEC 120 SE Nav 2WD	£24300	118	115	23
2.0 i-VTEC S 2WD	£22345	154	168	22
2.0 i-VTEC S Nav 2WD	£23245	154	168	22
2.0 i-VTEC SE 2WD	£24515	154	168	22
2.0 i-VTEC SE Nav 2WD	£25685	154	168	22
2.0 i-VTEC SE	£25615	154	173	22
2.0 i-VTEC SE Nav	£26785	154	173	22
2.0 i-VTEC SR	£28595	154	177	23
2.0 i-VTEC EX	£30440	154	177	23
1.6 i-VTEC 120 S 2WD	£23400	118	115	22
1.6 i-VTEC 120 S Eco 2WD	£25570	118	115	22
1.6 i-VTEC 160 SE	£27570	158	129	26
1.6 i-VTEC 160 SE Nav	£28740	158	129	26
1.6 i-VTEC 160 SR	£30625	158	133	27
1.6 i-VTEC 160 EX	£32470	158	133	27
HYUNDAI				
i10 5dr hatch Second gen i10 still close to the best. Mature drive, spacious cabin, low price ★★★★★	£8705	65	108	1
1.0 S Air	£9370	65	108	1
1.0 SE	£9770	65	108	1
1.0 SE Blue Drive	£10020	65	98	1
1.0 Premium	£10470	65	108	1
1.2 SE	£10270	66	114	4
1.2 Premium	£10970	66	114	4
i20 5dr hatch Very good value hatch. Fun a by-product, practicality mostly spot on ★★★★★	£10695	76	112	5
1.2 75 S Air	£11445	76	112	5
1.2 84 SE	£12725	84	119	6
1.2 84 Premium	£13725	84	119	6
1.2 84 Premium SE	£14725	84	119	6
1.4 100 SE	£13325	98	127	10
1.4 100 Premium	£14325	98	127	10
1.4 100 Premium SE	£15325	98	127	10
1.1 CRDi 75 S Blue	£12445	74	84	6
1.1 CRDi 75 SE	£14225	74	103	6
1.4 CRDi 90 SE	£14725	89	106	11
1.4 CRDi 90 Premium	£15725	89	106	12
1.4 CRDi 90 Premium SE	£16725	89	106	12
i30 5dr hatch As good as we come to expect, but not one inch better ★★★★★	£15195	98	138	7
1.4 100 SE	£16495	98	138	7
1.6 120 SE auto	£17895	118	158	9
1.6 120 Premium	£20295	118	145	9
1.6 CRDi 110 Blue Drive S	£17195	109	141	11
1.6 CRDi 110 Blue Drive SE	£18195	109	141	11
1.6 CRDi 136 Blue Drive Premium	£22295	134	102	11
i30 TOURER 5dr estate As good as we've come to expect, but not one inch better ★★★★★	£16895	118	145	9
1.6 120 SE	£18195	118	145	9
1.6 CRDi 110 Blue Drive S	£18295	109	141	11
1.6 CRDi 136 Blue Drive SE	£19595	134	102	11
i40 4dr saloon Useful, insensitive and well-priced. No fireworks here ★★★★★	£23485	114	113	13
1.7 CRDi 115 B'Drive Premium	£22105	114	113	13
1.7 CRDi 115 B'Drive Active	£19105	114	113	12
1.7 CRDi 136 B'Drive Active	£19905	134	119	16
1.7 CRDi 136 B'Drive Style	£22005	134	119	16
4dr TOURER 5dr estate Useful, insensitive and well-priced. No fireworks here ★★★★★	£22005	134	119	16
1.7 CRDi 136 B'Drive Premium	£22565	134	119	17
ix20 5dr hatch Usable high-roofed hatch, but short on flair ★★★★★	£15385	114	117	13
1.6 CRDi 115 Active Blue Drive	£16335	114	117	13
1.6 CRDi 115 Style Blue Drive	£12515	89	140	7
1.4 Class	£13665	89	140	8
1.4 Active	£14615	89	140	8
1.6 CRDi 136 B'Drive Premium	£15010	123		

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Sports cars



1 Porsche 911 Carrera GTS From £90,000
Delivered on the eve of a sixth decade, the 991 is as brilliant and distinctive as any before it. Tweaked GTs the best. ★★★★★



2 Mercedes-AMG GT From £97,000
Million-dollar looks and a railgun V8. A 911 is nicer to pedal than this but not better to sit in or look at. Not much is. ★★★★★



3 Jaguar F-Type R Coupé From £85,000
A full-blooded assault on Porsche's back yard, with noise, power and beauty. As characterful as any Jag, ever. ★★★★★



4 Aston Martin V8 Vantage From £90,000
What the Vantage lacks in agility it makes up for with pump, presence and grumpy V8 power. ★★★★★



5 Lotus Evora S 2+0 From £60,000
The ride and handling put nearly everything else in its shade. Shame the interior doesn't match the price tag. ★★★★★

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
QUATTROPORTE 4dr hatch Not quite as sophisticated as it might have been. ★★★★★				
3.0 V6 S	£81555	404	242	50
3.8 V8 GTS	£109625	523	274	50
3.0 V6	£69235	271	164	50
GRANDTURISMO 2dr coupé Fantastic looks and soundtrack, average chassis ★★★★★				
4.2 V8	£82280	400	330	50
4.7 V8 Sport	£90810	453	331	50
4.7 V8 MC Stradale	£110135	453	360	50
GRANCABRIO 2dr open Fantastic looks and soundtrack, average chassis ★★★★★				
4.7 V8	£98340	433	337	50
4.7 V8 Sport	£103935	453	337	50
MAZDA				
2.5dr hatch Much more grown-up now. Handsome and comfortable - if slightly less fun ★★★★★				
1.5 75 SE	£11995	74	110	-
1.5 75 SE-L	£12995	74	110	-
1.5 90 SE-L	£13995	90	105	-
1.5 90 SE-L Nav	£14395	90	105	-
1.5 90 Sport	£14995	90	105	-
1.5 90 Sport Nav	£15395	90	105	-
1.5 115 Sport	£15995	113	117	-
1.5D 105 SE-L	£15995	104	89	-
1.5D 105 SE-L Nav	£16395	104	89	-
1.5D 105 Sport	£16995	104	89	-
1.5D 105 Sport Nav	£17395	104	89	-
3.5dr hatch Refined, well-priced family choice. Dynamically satisfying, too ★★★★★				
1.5 100 SE	£16995	99	119	13
1.5 100 SE-L Nav	£17595	99	119	13
2.0 120 SE	£17295	118	119	17
2.0 120 SE-L Nav	£17895	118	119	17
2.0 120 SE-L	£18795	118	119	18
2.0 120 SE-L Nav	£19395	118	119	18
2.0 120 Sport Nav	£20195	118	119	18
2.0 165 Sport Nav	£21920	162	135	22
2.2D 150 SE	£19645	148	107	24
2.2D 150 SE-L Nav	£20245	148	107	24
2.2D 150 SE-L	£21145	148	107	24
2.2D 150 SE-L Nav	£21745	148	107	24
2.2D 150 Sport Nav	£22545	148	107	24
6.4dr saloon A compelling mix of size, economy and performance. Interior a let down ★★★★★				
2.0 145 SE	£19795	143	129	18
2.0 145 SE-L Nav	£20495	143	129	18
2.0 145 SE-L	£20795	143	129	16
2.0 145 SE-L Nav	£21495	143	129	16
2.0 165 Sport Nav	£24595	162	135	21
2.2D 150 SE	£22295	148	108	19
2.2D 150 SE-L Nav	£22995	148	108	19
2.2D 150 SE-L	£23295	148	108	19
2.2D 150 SE-L Nav	£23995	148	108	19
2.2D 150 Sport Nav	£26395	148	108	21
2.2D 175 Sport Nav	£26795	173	119	23
6.5dr tourer A compelling mix of size, economy and performance. Interior a let down ★★★★★				
2.0 145 SE-L Nav	£22425	143	129	16
2.0 165 Sport Nav	£25395	162	135	19
2.2D 150 SE-L Nav	£23795	148	116	21
2.2D 175 Sport Nav	£27595	173	131	23
2.0 145 SE-L	£21725	143	131	16
2.2D 150 SE	£23095	148	116	21
2.2D 150 SE-L	£24095	148	116	21
2.2D 150 SE-L Nav	£24795	148	116	21
2.2D 150 Sport Nav	£27195	148	116	21
CX-5 5dr 4x4 Superb diesel engine mated to above average package ★★★★★				
2.0 Skyactiv-G 165 SE-L Nav	£22995	162	139	15
2.0 Skyactiv-G 165 Sport Nav	£25395	162	139	16
2.2D Skyactiv-D 150 SE-L Nav	£24795	148	119	20
2.2D Sky-D 150 SE-L Lux Nav	£26395	148	119	20
2.2D Skyactiv-D 150 Sport Nav	£27195	148	119	21
2.2D Sky-D 150 SE-L Nav AWD	£26695	148	136	17
2.2D Sky-D 175 Sport Nav AWD	£29395	173	136	21
5.5dr mpv Functional seven-seater, but not unpleasant to drive. Lots of kit ★★★★★				
2.0 150 Sport Venture	£20495	148	159	16
1.6D 115 Sport Venture	£21895	114	138	16
MX-5 2dr open The old recipe - but a better, lean, low-cost and pretty. As it should be ★★★★★				
1.5i Sport Nav	£22445	129	139	-
1.5i SE	£18495	129	139	-
1.5i SE-L	£19245	129	139	-
1.5i SE-L Nav	£19845	129	139	-
1.5i Sport	£21845	129	139	-
2.0i SE-L	£20095	153	-	-
2.0i SE-L Nav	£20695	153	-	-
2.0i Sport	£22695	153	-	-
2.0i Sport Nav	£23295	153	-	-
MCLAREN				
650S 2dr coupé Extraordinary pace and handling. The car the 12C should have been ★★★★★				
3.8 V8	£195250	641	-	50
650S SPIDER 2dr open More of the same although noisier - and better for it ★★★★★				
3.8 V8	£215250	641	-	50
P1 2dr coupé Other-worldly. As worthy of a place in hypercar history as the F1 ★★★★★				
3.8 V8	£866000	903	194	50
MERCEDES-BENZ				
A-CLASS 5dr hatch Desirability on message; ride quality seriously off-piste ★★★★★				
A180 CDI SE ECO	£21965	107	92	16
A250 Engi'red by AMG 4MATIC	£30910	208	154	34
A180 SE	£20715	121	128	14
A180 Sport	£21840	121	133	18
A200 Sport	£23365	154	134	23
A200 AMG Sport	£24615	154	136	24
A250 Engineered by AMG Sport	£29375	208	140	34
A45 AMG 4MATIC	£38195	354	161	43
A180 CDI SE auto	£23240	107	98	16
A180 CDI Sport	£22785	107	102	16
A180 CDI AMG Sport	£24035	107	105	16
A200 CDI Sport	£23860	134	118	20
A200 CDI AMG Sport	£25110	134	121	21
A220 CDI AMG Sport	£27760	168	115	25

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
B-CLASS 5dr hatch A slightly odd prospect, but practical and classy ★★★★★				
B180 SE	£21500	120	129	16
B180 Sport	£22225	120	129	16
B200 AMG Line	£23520	120	129	16
B200 SE	£22575	154	130	16
B200 Sport	£23300	154	130	16
B200 AMG Line	£24595	154	130	16
B180 CDI SE ECO	£22575	108	94	15
B180 CDI SE	£22575	108	108	15
B180 CDI Sport	£23170	108	108	15
B180 CDI AMG Line	£24465	108	108	15
B200 CDI SE	£23650	134	111	20
B200 CDI Sport	£24245	134	111	20
B200 CDI AMG Line	£25540	134	111	20
B220 CDI Sport	£27125	168	107	25
CLA 4dr saloon Attractive from some angles, unappealing from others. Dynamics to match ★★★★★				
CLA 200 CDI AMG Sport	£29125	134	117	27
CLA 200 CDI Sport	£26925	134	117	27
CLA 250 AMG Sport 4Matic	£33405	208	154	24
CLA180 Sport	£24775	121	130	24
CLA180 AMG Sport	£26975	121	130	24
CLA45 AMG	£42270	354	161	45
CLA220 CDI Sport	£29775	168	117	28
CLA220 CDI AMG Sport	£31975	168	117	28
C-CLASS 2dr coupé Nice balance of style, usability and driver reward ★★★★★				
C63 AMG Edition 507	£68495	451	280	44
C180 AMG Sport Edition	£29965	154	149	35
C220 CDI Exec SE	£31130	168	109	34
C220 CDI AMG Sport Edition	£32460	168	133	38
C250 CDI AMG Sport	£33515	201	143	41
C-CLASS 4dr saloon Stellar cabin and polished drive increase appeal; engines not so good ★★★★★				
C200 SE	£27270	181	123	31
C200 Sport	£29265	181	124	31
C200 AMG Line	£30890	181	128	31
C63 AMG	£59800	469	192	-
C63 AMG S	£66550	503	192	-
C200 BlueTEC SE	£28985	134	102	25
C200 BlueTEC Sport	£30980	134	102	25
C200 BlueTEC AMG Line	£32475	134	102	25
C220 BlueTEC SE	£29780	168	103	31
C220 BlueTEC Sport	£31775	168	104	31
C220 BlueTEC AMG Line	£33270	168	104	31
C250 BlueTEC SE	£32435	201	117	35
C250 BlueTEC Sport	£34430	201	117	35
C250 BlueTEC AMG Line	£35925	201	117	35
C300 BlueTEC Hybrid SE	£35045	201	94	-
C300 BlueTEC Hybrid Sport	£37040	201	94	-
C300 BlueTEC Hybrid AMG Line	£38535	201	94	-
C-CLASS 5dr estate Decent practicality and fantastic interior - but only okay to drive ★★★★★				
C200 BlueTEC AMG Line	£33675	134	102	25
C200 BlueTEC SE	£30185	134	102	25
C200 BlueTEC Sport	£32180	134	102	25
C200 SE	£28470	181	128	31
C220 BlueTEC SE	£30980	168	108	31
C250 BlueTEC SE	£33635	201	117	35
C63 AMG	£61000	469	196	47
C63 AMG S	£67750	503	196	47
C200 Sport	£30465	181	128	31
C200 AMG Line	£32090	181	128	31
C220 BlueTEC Sport	£32975	168	108	31
C220 BlueTEC AMG Line	£34470	168	108	31
C250 BlueTEC Sport	£35630	201	117	35
C250 BlueTEC AMG Line	£37125	201	117	35
E-CLASS 4dr saloon A return to the old Merc qualities. Refined and relaxing ★★★★★				
E63 AMG BlueTEC Hybrid AMG Sport	£42375	204	109	43
E63 AMG S	£84110	549	232	47
E200 SE	£34340	181	138	36
E200 AMG Line	£36850	181	142	37
E250 SE	£35470	208	138	38
E250 AMG Line	£37980	208	142	39
E63 AMG	£74115	549	230	47
E300 BlueTEC Hybrid SE	£39880	204	109	43
E220 BlueTEC SE	£34270	168	120	34
E220 BlueTEC AMG Line	£36765	168	129	35
E250 CDI SE	£36820	201	129	39
E250 CDI AMG Line	£39445	201	134	40
E350 BlueTEC AMG Line	£41210	248	154	44
E-CLASS 5dr estate A return to the old Merc qualities. Refined and relaxing ★★★★★				
E220 BlueTEC AMG Line	£38555	168	135	35
E220 BlueTEC SE	£36060	168	133	34
E250 AMG Line	£39770	208	147	39
E250 CDI SE	£41250	201	145	40
E250 CDI SE	£38755	201	143	39
E250 SE	£37275	208	144	38
E300 BlueTEC Hybrid AMG Line	£44165	201	119	44
E300 BlueTEC Hybrid SE	£41670	201	119	44
E350 BlueTEC AMG Line	£43015	248	159	44
E63 AMG	£75905	549	234	47
E63 AMG S	£85900	582	234	47
E-CLASS 2dr coupé A return to the old Merc qualities. Refined and relaxing ★★★★★				
E200 AMG Line	£38635	181	140	39
E400 AMG Line Plus	£46425	329	176	45
E220 BlueTEC SE	£36615	168	123	38
E220 BlueTEC AMG Line	£39310	168	126	39
E250 CDI BlueTEC AMG Line	£40930	201	129	43
E350 BlueTEC AMG Line	£42625	228	149	46
E-CLASS CABRIOLET 2dr open Nice cabin, but ride isn't great. Six-pot engines best ★★★★★				
E200 AMG Line	£42005	181	146	42
E400 AMG Line Plus	£49795	329	185	48
E220 BlueTEC SE	£39985	168	127	41
E220 BlueTEC AMG Line	£42810	168	134	42
E250 CDI AMG Line	£44300	201	128	45
E350 BlueTEC AMG Line	£46010	228	154	48
S-CLASS 2dr coupé Heavyweight contender. Continent smothering luxury ★★★★★				
S500	£96195	449	207	50
S63 AMG	£125605	577	237	50
S65 AMG	£183075	621	279	50
S-CLASS 4dr saloon Still the best luxury car in the real world. Calm, advanced, rewarding ★★★★★				
S500 Plug-in Hybrid	£82965	436	65	50
S400 L AMG Line	£88400	449	207	50
400 Hybrid L SE Line	£70935	328	147	49
S400 Hybrid L AMG Line	£74930	328	153	49

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
S600 L AMG Line	£140615	523	259	50
S63 AMG L	£119845	577	237	50
S65 AMG L	£117995	621	279	50
Maybach S600	£165700	501	274	50
S300 BlueTec Hybrid L AMG Line	£72260	204	120	50
S350 BlueTec AMG Line	£67940	254	151	50
S350 BlueTec L SE Line	£66910	254	148	50
S350 BlueTec L AMG Line	£70940	254	154	50
CLS 4dr saloon	Saloon-like practicality, coupe-like rewards			
	★★★★★			
400 AMG Line	£55855	328	170	50
63 AMG S	£86510	577	231	50
220 BlueTec AMG Line	£46500	175	129	44
350 BlueTec AMG Line	£49950	254	150	46
CLS 4dr shooting brake	Saloon-like practicality, coupe-like rewards			
	★★★★★			
63 AMG S	£87010	577	231	50
220 BlueTec AMG Line	£48080	175	129	44
350 BlueTec AMG Line	£51400	254	162	47
GLA 4dr 4x4	Not the most practical crossover, but good looking and very decent to drive			
	★★★★★			
GLA250 AMG Line 4Matic	£31295	208	154	34
GLA450 AMG 4MATIC	£44600	354	175	34
GLA200 CDI Sport	£26265	134	119	25
GLA200 CDI Sport 4Matic	£29215	134	119	25
GLA200 CDI AMG Line	£27210	134	119	25
GLA200 4dr 4Matic AMG Line	£30215	134	119	25
GLA220 CDI Sport 4Matic	£30645	168	129	28
GLA220 CDI AMG Line 4Matic	£31645	168	129	28
G-CLASS 5dr 4x4	Massively expensive and compromised, but with character to spare			
	★★★★★			
6350 BlueTEC	£86445	208	295	-
G63 AMG	£129665	537	322	-
GL-CLASS 5dr 4x4	Decent on road and off despite its size. Nice cabin, too.			
	★★★★★			
GL350 AMG Line	£60755	261	209	50
GL63 AMG	£93600	549	288	50
SLK 2dr open	Enthusiastic, neat handling and brisk all-weather roadster			
	★★★★★			
200 CGI BlueEFF Sport	£34750	181	158	41
250 CGI BlueEFF Sport	£38710	201	169	41
350 CGI BlueEFF Sport	£44610	302	167	41
SLK55 AMG	£55350	316	195	47
SLK250 CDI	£33350	150	132	42
SLK350 CDI AMG Sport	£37150	201	132	42
SL 2dr open	Big, luxurious and classier than a royal stud farm. Merc at its best.			
	★★★★★			
SL400 AMG Sport	£27505	329	178	50
SL500 AMG Sport	£81920	429	212	50
SL63 AMG	£112520	557	231	50
SL65 AMG	£170825	621	270	50
AMG GT 4dr Coupé	Clever and handsome replacement for the SLS. Different, but very good			
	★★★★★			
4.0 V8	£91500	506	216	50
4.0 V8 S	£107900	453	219	50
CL 2dr coupé	Comfortable big coupe. More of than sports car			
	★★★★★			
CL500	£95545	429	227	50
CL63 AMG	£118885	536	244	50
CL65 AMG	£164840	621	334	50
M-CLASS 5dr 4x4	Roomy, quiet and well-appointed. A proper Merc SUV			
	★★★★★			
ML350 BlueTEC SE Exec	£51340	254	189	43
ML63 AMG	£87005	536	276	50
ML250 BlueTEC SE Exec	£48190	201	165	38
ML250 BlueTEC AMG Line	£50850	201	165	38
ML350 BlueTEC AMG Line	£54000	254	189	43
V-CLASS 5dr mpv	Expensively appointed mini bus.			
	★★★★★			
With matching price tag				
V220 SE	£41845	161	149	-
V220 Sport	£44340	161	149	-
V220 Extra Long SE	£43380	161	149	-
V220 Extra Long Sport	£45875	161	149	-
V250 SE	£43520	161	157	-
V250 Sport	£46015	161	157	-
V250 Extra Long SE	£45055	161	157	-
V250 Extra Long Sport	£47550	161	157	-
MG				
MG3 5dr hatch	Neatly tuned and nicely styled supermin. Flaws covered by price			
	★★★★★			
1.5 3Tie	£8399	105	136	4
1.5 3Form	£9299	109	136	4
1.5 3Form Sport	£9549	109	136	4
1.5 3Style	£9999	109	136	4
MG6 4dr saloon	Good dynamics and space. Poor finish and running costs			
	★★★★★			
1.8T Magnetite TSE	£21995	158	174	14
1.9 DTI Magnetite TSE	£21955	158	129	14
MG6 5dr hatch	Good dynamics and space. Poor finish and running costs			
	★★★★★			
1.8 TCI GT S	£15455	158	174	13
1.8 TCI GT SE	£16955	158	174	13
1.8 TCI GT TSE	£18995	158	174	13
1.9 DTI GT S	£16955	148	129	13
1.9 DTI GT SE	£18195	148	129	14
1.9 DTI GT TSE	£20195	148	129	14
MINI				
HATCH 3dr hatch	Has matured very satisfyingly into its larger footprint. A real contender			
	★★★★★			
1.2 One	£13955	102	108	12
1.5 Cooper	£15505	134	105	12
1.5 D Cooper	£18840	89	89	16
1.5 D One	£15075	114	89	11
1.5 D Cooper	£16635	114	92	15
2.0 D Cooper	£19655	168	106	23
HATCH 5dr hatch	Additional door hardly adds charm. Bottom line embellished nevertheless			
	★★★★★			
1.2 One	£14565	102	112	12
1.5 Cooper	£16105	134	109	12
1.5 D Cooper	£19440	89	136	26
1.5 D One	£15675	94	92	11
1.5 D Cooper	£17235	114	95	15
2.0 D Cooper	£22255	168	109	23
PACEMAN 3dr coupé	Two-door Countryman a Mini too far for us. Tough to like			
	★★★★★			
1.6 Cooper	£19115	121	137	16
1.6 Cooper S	£22485	181	139	30
1.6T Cooper S ALL4	£23720	181	149	31
1.6T John Cooper Works	£29255	208	165	34
1.6 Cooper D ALL4	£21645	110	123	14
1.6 Cooper D	£20375	110	111	14

2015

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Snetterton
Norfolk

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7 November	Stage Rally and Fireworks

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AUTOCAR TOP FIVES

Crossovers



1 Nissan Qashqai From £18,000
Virtually invented the crossover segment. The latest version, subtly better all round, retakes the class lead. ★★★★★



2 Ford Kuga From £21,000
Bigger and bolder than its predecessor, but it's the unmatched dynamics that make the Kuga a familiar option. ★★★★★



3 Mazda CX-5 From £21,000
Larger than you'd think; probably better, too. Skyactiv diesel engine is one of the best. Interior less compelling. ★★★★★



4 Honda CR-V From £21,000
Decent, but incredibly sensitive to spec. Get it right and it'll measure up. Get it wrong and it probably won't. ★★★★★



5 Kia Sportage From £18,000
Seems oddly long in the tooth now, but clever looks mean it still cuts a dash. Engine line-up needs updating. ★★★★★

Visit autocar.co.uk for all of our Top Fives

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
QASHQAI 5dr hatch Second generation a masterly update of the first. The crossover to beat. ★★★★★				
1.6 dCi 130 Tekna 4WD	£28500	128	115	19
1.2 dCi 115 Tekna	£18265	113	129	17
1.2 dCi 115 Acenta	£19850	113	129	14
1.2 dCi 115 N-tec	£21700	113	129	14
1.2 dCi 115 N-tec +	£22250	113	129	14
1.2 dCi 115 Tekna	£23800	113	129	14
1.6 dCi 163 N-tec	£23200	161	138	14
1.6 dCi 163 N-tec +	£23750	161	138	14
1.6 dCi 163 Tekna	£25300	161	138	14
1.5 dCi 110 Visia	£20015	109	99	17
1.5 dCi 110 Acenta	£21600	109	99	17
1.5 dCi 110 N-tec	£23450	109	99	14
1.5 dCi 110 N-tec +	£24000	109	99	14
1.5 dCi 110 Tekna	£25550	109	99	15
1.6 dCi 130 Tekna	£26800	128	115	19
X-TRAIL 5dr 4x4 Sleek, Qashqai-based crossover is an easy win if you require seven seats. ★★★★★				
1.6 dCi Visia 2WD	£23195	128	129	19
1.6 dCi Acenta 2WD	£24995	128	129	19
1.6 dCi Acenta 4WD	£26695	128	129	19
1.6 dCi n-tec 2WD	£27645	128	129	19
1.6 dCi n-tec 4WD	£29345	128	129	20
1.6 dCi Tekna 2WD	£29645	128	129	19
1.6 dCi Tekna 4WD	£31345	128	129	20
370Z 2dr coupé Great engine and poised handling. Lots of road noise. ★★★★★				
3.7 V6 Nismo	£37585	345	248	46
3.7 V6	£27445	323	248	46
3.7 V6 GT	£32525	323	248	46
GT-R 2dr coupé A benchmark. Great drive, brutal power, sensational value. ★★★★★				
3.8 V6 2014 MY	£78030	523	275	50
3.8 V6 Nismo	£125000	523	275	50
NOBLE				
M600 2dr coupé A new era for the Brit maker. Outrageous pace and handling. ★★★★★				
4.4 V8	£220000	650	-	-
PEUGEOT				
ION 5dr hatch Good electric powertrain, comically expensive. ★★★★★				
63	£26216	63	0	28
66 UK drive	£26216	63	0	28
108 3dr hatch Sister car to the Aygo. And distant second to most city car rivals. ★★★★★				
1.0 Access	£8345	68	95	6
1.0 Active	£9595	68	95	6
1.0 Active Top	£10595	68	95	6
1.0 Active S-S	£9845	68	88	6
1.0 Active S-S Top	£10845	68	88	7
1.2 VTI Allure	£11095	81	99	11
1.2 VTI Allure Top	£12095	81	99	11
1.2 VTI Felina	£11945	81	99	11
108 5dr hatch Sister car to the Aygo. And distant second to most city car rivals. ★★★★★				
1.0 Active	£9995	68	95	6
1.0 Active Top	£10995	68	95	7
1.0 Active S-S	£10245	68	88	6
1.0 Active S-S Top	£11245	68	88	7
1.2 VTI Allure	£11495	81	99	11
1.2 VTI Allure Top	£12495	81	99	11
1.2 VTI Felina	£12345	81	99	11
208 3dr hatch Big improvement for Peugeot, if not the supermini class. ★★★★★				
1.0 VTI Access	£10195	67	99	5
1.0 VTI Access +	£11445	67	99	6
1.0 VTI Active	£12395	67	99	6
1.2 VTI Access +	£11945	81	104	8
1.2 VTI Active	£12895	81	104	8
1.2 VTI Allure	£14295	81	104	8
1.2 VTI Style	£13645	81	104	11
1.6 THP 156 V6	£18150	154	126	26
1.6 THP 200 GTi	£19100	197	139	30
1.4 HDi Access +	£13245	67	98	11
1.4 HDi Active	£14195	67	98	11
1.4 HDi Style	£14945	67	98	10
1.6 e-HDi 92 Style	£15595	91	95	10
1.6 e-HDi 92 Allure	£16245	91	95	17
1.6 e-HDi 92 XY	£17895	91	95	16
1.6 e-HDi 115 XY	£18545	113	99	20
208 5dr hatch Big improvement for Peugeot, if not the supermini class. ★★★★★				
1.0 VTI Access	£10795	67	99	5
1.0 VTI Access +	£12045	67	99	6
1.0 VTI Active	£12995	67	99	6
1.2 VTI Active	£13495	81	104	8
1.2 VTI Access +	£12545	81	104	8
1.2 VTI Allure	£14695	81	104	8
1.2 VTI Style	£14245	81	104	11
1.6 VTI Allure auto	£16850	118	149	14
1.6 VTI Felina	£17245	118	129	14
1.4 HDi Access +	£13845	67	98	11
1.4 HDi Active	£14795	67	98	11
1.4 HDi Style	£15545	67	98	10
1.4 e-HDi Active EGC	£15495	67	87	11
1.6 e-HDi 92 Style	£16195	91	95	17
1.6 e-HDi 92 Allure	£16645	91	95	17
1.6 e-HDi 115 Felina	£18695	113	99	20
308 5dr hatch Thoughtfully developed and very well appointed but still no class leader. ★★★★★				
1.2 PureTech 82 Access	£14995	81	117	9
1.2 PureTech 110 Access	£17945	108	105	13
1.2 PureTech 110 Allure	£19145	81	107	13
1.2 PureTech 110 Sportium	£17445	108	105	11
1.2 PureTech 130 Active	£18695	128	107	14
1.2 PureTech 130 Allure	£19895	128	110	15
1.2 PureTech 130 GT Line	£21445	128	110	16
1.6 THP 205 GT	£24095	202	130	26
1.6 HDi 92 Access	£16945	91	95	15
1.6 HDi 92 Active	£18645	91	95	15
1.6 Blue HDi 120 Active	£19845	118	82	24
1.6 Blue HDi 120 Allure	£21045	118	84	24
1.6 HDi 115 Active	£19445	113	95	18
1.6 HDi 115 Allure	£20645	113	100	18
1.6 HDi 115 GT Line	£22195	113	100	18
2.0 Blue HDi 150 Allure	£21945	148	97	26
2.0 Blue HDi 150 GT Line	£23495	148	97	26
2.0 Blue HDi 180 GT	£25945	178	103	29

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
308 SW 5dr estate Thoughtfully developed and very well appointed but still no class leader. ★★★★★				
1.2 PureTech 110 Access	£17145	108	109	13
1.2 PureTech 110 Active	£18845	108	109	13
1.2 PureTech 110 Allure	£20045	81	111	13
1.2 PureTech 130 Active	£19595	128	109	14
1.2 PureTech 130 Allure	£20795	128	115	15
1.6 BlueHDi 120 Active	£20745	118	85	20
1.6 BlueHDi 120 Allure	£21945	118	88	21
1.6 HDi 115 Active	£20345	113	95	18
1.6 HDi 115 Allure	£21545	113	100	18
1.6 HDi 92 Access	£17845	91	99	15
1.6 HDi 92 Active	£19545	91	99	15
1.2 PureTech 130 GT Line	£22345	128	115	16
1.6 HDi 115 GT Line	£23095	113	100	18
2.0 BlueHDi 150 Allure	£22845	148	105	24
2.0 BlueHDi 150 GT Line	£24395	148	105	26
2.0 BlueHDi 180 GT	£26845	178	107	29
508 4dr saloon Competent and likeable package, although lacks any real spark. ★★★★★				
2.2 HDi 200 GT	£30645	201	140	37
1.6 e-HDi 115 Active Nav	£22195	113	109	24
1.6 e-HDi 115 Allure Nav	£24295	113	111	25
2.0 HDi 140 Active Nav	£22595	140	115	27
2.0 HDi 140 Allure Nav	£24695	140	119	28
2.0 BlueHDi 150 Allure Nav	£25795	148	101	30
2.0 HDi 163 Allure Nav auto	£26595	161	140	30
2.0 HDi Hybrid4 Allure Nav	£31995	200	91	36
508 SW 5dr estate As good as saloon, only better looking. ★★★★★				
1.6 e-HDi 115 Active Nav	£23395	113	110	24
1.6 e-HDi 115 Allure Nav	£25695	113	112	25
2.0 BlueHDi 150 Allure Nav	£27195	148	102	30
2.0 HDi 140 Active Nav	£23795	140	120	27
2.0 HDi 140 Allure Nav	£26095	140	125	28
2.0 HDi 163 Allure Nav auto	£27995	161	144	30
2.2 HDi 200 GT	£32045	201	144	37
2008 5dr hatch Efficient and well-mannered but short on space and style. ★★★★★				
1.2 VTI 82 Access +	£13195	81	114	10
1.2 VTI 82 Active	£14295	81	114	11
1.2 VTI 82 Allure	£15595	81	114	11
1.6 VTI 120 Allure	£16750	118	135	20
1.6 VTI 120 Felina Calima	£18150	118	135	19
1.6 VTI 120 Felina Mistral S-S	£18450	118	135	19
1.4 HDi 70 Access +	£14495	67	104	10
1.4 HDi 70 Active	£15595	67	104	10
1.6 e-HDi 92 Active S-S	£16245	91	103	17
1.6 e-HDi 92 Active EGC S-S	£16845	91	98	17
1.6 e-HDi 92 Allure S-S	£17745	91	103	18
1.6 e-HDi 92 Felina Calima	£19145	91	103	17
1.6 e-HDi 92 Felina Mistral	£19445	91	103	17
1.6 e-HDi 115 Allure S-S	£18345	113	105	20
1.6 e-HDi 115 Felina Calima SS	£19745	113	105	20
1.6 e-HDi 115 Felina Mistral S	£20045	113	105	20
3008 5dr mpv Good handling and flexible cabin. Split tailgate a useful touch. ★★★★★				
2.0 HDi 163 Allure Au	£25050	161	145	23
1.6 VTI 120 Access	£17550	118	155	17
1.6 VTI 120 Active	£19250	118	155	17
1.6 VTI 120 Allure	£21200	118	155	17
1.6 THP 156 Allure	£22050	154	154	23
1.6 HDi 115 Access	£19345	113	125	18
1.6 HDi 115 Active	£20795	113	125	18
1.6 HDi 115 Allure	£22745	113	127	18
1.6 e-HDi 115 Access EGC	£20195	113	110	18
1.6 e-HDi 115 Active EGC	£22145	113	110	18
1.6 e-HDi 115 Allure EGC	£23595	113	112	17
2.0 HDi FAP 150 Active	£21900	148	139	24
2.0 HDi FAP 150 Allure	£23850	148	139	24
2.0 HDi Hybrid 4 Active	£27245	197	85	30
2.0 HDi Hybrid 4 Allure	£28245	197	99	31
5008 5dr mpv Well resolved ride and handling with a useful 7-seat interior. ★★★★★				
1.6 VTI 120 Access	£19350	118	159	13
1.6 VTI 120 Active	£21100	118	159	15
1.6 THP 156 Allure	£23750	154	163	19
1.6 e-HDi 115 Access EGC	£21895	113	113	16
1.6 e-HDi 115 Active EGC	£23495	113	123	17
1.6 e-HDi 115 Allure EGC	£25295	113	126	16
1.6 HDi 115 Access	£22104	113	124	16
1.6 HDi 115 Active	£22745	113	128	17
1.6 HDi 115 Allure	£24550	113	135	16
2.0 HDi 150 Active	£23750	148	138	20
2.0 HDi 163 Active auto	£24950	161	149	20
2.0 HDi 163 Allure	£25550	148	140	20
2.0 HDi 163 Allure auto	£26750	161	149	19
RCZ 2dr coupé Classy, interesting, fun coupe. Peugeot's got its mojo back. ★★★★★				
1.6 THP 156 Sport	£22350	154	149	27
1.6 THP 156 GT	£24750	154	149	28
1.6 THP 200 GT	£27150	197	155	34
1.6 THP 270 R	£32250	266	145	42
2.0 HDi 163 Sport	£24200	161	130	29
2.0 HDi 163 GT	£26600	161	130	30
PORSCHE				
BOXSTER 2dr open Honed, toned and cosmetically enhanced. Scarily brilliant. ★★★★★				
2.7	£40098	261	195	40
3.4 S	£48553	311	211	43
3.4 GT	£54567	326	211	44
CAYMAN 2dr coupé Roof seals the deal. A live-star car by any measure. ★★★★★				
2.7	£40239	271	195	37
3.4 S	£49478	320	211	41
3.4 GT	£56092	335	211	43
911 2dr coupé The best just got better. Still more than worthy of its iconic status. ★★★★★				
3.4 Carrera	£74204	345	211	46
3.4 Carrera 4	£79060	345	218	46
3.8 Carrera S	£84240	395	223	47
3.8 Carrera 4S	£89325	395	233	48
3.8 Turbo	£121523	514	227	48
3.8 Turbo S	£143045	552	227	48
3.8 GT	£101695	468	289	48
911 CAYENNE 2dr open The best just got better. Still more than worthy of its iconic status. ★★★★★				
3.4 Carrera	£82864	345	216	49
3.8 Carrera S	£93129	395	228	50
3.4 Carrera 4	£87720	345	223	50

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.2 TDI 75 S A-C Ecomotive	£14380	74	92	7
1.2 TDI 75 SE Ecomotive	£14910	74	92	7
1.6 TDI 105 SE	£15460	104	112	14
1.6 TDI 105 FR	£16460	104	112	14
2.0 TDI 143 FR	£17635	141	123	22
IBIZA 5dr estate Rivals are more practical but Ibiza is fun	★★★★☆			
1.2 70 S A-C	£12660	69	128	5
1.4 85 SE	£13795	84	139	9
1.4 85 Toca	£14120	84	139	11
1.2 TSI 105 SE DSG	£15435	103	124	12
1.2 TSI 105 FR	£15440	103	119	12
1.4 TSI 140 ACT FR	£16745	138	109	21
1.2 TDI 75 S A-C	£14555	74	105	7
1.2 TDI 75 S A-C Ecomotive	£15080	74	92	7
1.2 TDI 75 SE A-C	£15610	74	92	7
1.6 TDI 105 SE	£16160	104	112	14
1.6 TDI 105 FR	£17160	104	112	14
TOLEDO 5dr hatch Makes practical sense, but leaves no other lasting impression	★★★★☆			
1.2 TSI 85 S	£14265	84	119	10
1.2 TSI 105 S	£15295	104	116	13
1.2 TSI 105 SE	£16155	104	118	14
1.4 TSI 122 SE DSG	£17650	120	134	17
1.6 TDI 105 CR S Ecomotive	£17150	104	104	15
1.6 TDI 105 CR S Ecomotive	£18370	104	106	15
LEON 3dr hatch Sharp looks and handling. Back from the God's quality, but good value	★★★★☆			
1.6 TDI 110 SE Ecomotive	£19625	108	87	14
1.2 TSI 110 S	£15815	108	114	13
1.2 TSI 110 SE	£16935	108	114	13
1.4 TSI 125 SE	£17535	123	120	16
1.4 TSI 150 FR	£19700	148	109	20
1.8 TSI 180 FR	£20740	178	137	25
2.0 TSI 265 Cupra	£25960	261	154	33
2.0 TSI 280 Cupra	£27210	276	154	33
1.6 TDI CR 105 S	£17515	104	99	13
1.6 TDI CR 105 SE	£18635	104	99	13
2.0 TDI CR 150 SE	£19985	148	106	19
2.0 TDI CR 150 FR	£21530	148	106	19
2.0 TDI CR 184 FR	£22520	181	109	26
LEON 5dr hatch Sharp looks and handling. Back from the God's quality, but good value	★★★★☆			
1.6 TDI 110 SE Ecomotive	£19925	108	87	14
1.2 TSI 110 S	£16115	108	114	13
1.2 TSI 110 SE	£17235	108	114	13
1.4 TSI 125 SE	£17835	123	120	16
1.4 TSI 150 FR	£20000	148	109	20
1.8 TSI 180 FR	£21040	178	137	25
2.0 TDI CR 184 FR	£22820	181	109	26
2.0 TSI 280 Cupra	£27510	276	154	33
1.6 TDI CR 105 S	£17815	104	99	13
1.6 TDI CR 105 SE	£18935	104	99	13
2.0 TDI CR 150 SE	£20285	148	106	19
2.0 TDI CR 150 FR	£21830	148	106	19
LEON 5dr estate Sharp looks and handling. Back from the God's quality, but good value	★★★★☆			
1.2 TSI 105 S	£16675	104	114	12
1.2 TSI 105 SE	£17795	104	114	13
1.4 TSI 140 FR	£20390	138	122	18
1.4 TSI 140 SE	£18845	138	122	17
1.6 TDI 110 SE Ecomotive	£20920	108	87	14
1.6 TDI CR 105 S	£18810	104	99	13
1.6 TDI CR 105 SE	£19930	104	99	13
1.8 TSI 180 FR	£22235	178	137	25
2.0 TDI CR 150 FR	£22825	148	106	20
2.0 TDI CR 150 SE	£21280	148	106	19
2.0 TDI CR 184 FR	£23815	181	112	26
2.0 TDI 150 SE X-Perience	£24385	148	129	19
2.0 TDI 150 SE Tech X-Perience	£26370	148	129	19
2.0 TDI 184 SE Tech X-Perience	£28870	181	129	23
ALTEA 5dr hatch Short on interior flexibility and visibility. Well-judged drive	★★★★☆			
1.6 TDI 105 i-Tech Ecomotive	£15445	103	119	14
2.0 TDI 140 i-Tech	£16245	138	129	19
XL 1.6 TDI 105 i-Tech Ecomotive	£16165	103	119	13
2.0 TDI 140 i-Tech	£16965	138	129	19
ALHAMBRA 5dr mpv Practical, refined and good value. Not exciting	★★★★☆			
2.0 TDI 140 Ecomotive S	£25630	138	146	18
2.0 TDI 140 Ecomotive SE	£27510	138	146	18
2.0 TDI 140 Ecomotive i-TECH	£28330	138	146	18
2.0 TDI 140 Eco SE Lux	£30900	138	146	18
2.0 TDI 177 SE	£28750	138	152	22
2.0 TDI 177 SE Lux	£32420	138	152	22
SKODA				
CTIGO 3dr hatch The VW Up in entry-level Skoda format	★★★★☆			
1.0 60 S	£8275	59	105	1
1.0 60 SE	£9135	59	105	1
1.0 60 Monte Carlo	£10670	59	105	2
1.0 60 GreenTech SE	£9495	59	95	1
1.0 60 GreenTech Eleg.	£10010	59	95	1
1.0 75 GreenTech Eleg.	£10400	74	98	2
CTIGO 5dr hatch The VW Up in entry-level Skoda format	★★★★☆			
1.0 60 S	£8625	59	105	1
1.0 60 SE	£9485	59	105	1
1.0 60 Monte Carlo	£11020	59	105	2
1.0 60 GreenTech SE	£9845	59	95	1
1.0 60 GreenTech Eleg.	£10360	59	95	1
1.0 75 GreenTech Eleg.	£10750	74	98	2
FABIA 5dr hatch Straight-laced for a supermini, but as likeable an all-rounder as you'll find	★★★★☆			
1.0 60 S	£10600	59	106	2
1.0 75 S	£11460	74	108	4
1.0 75 SE	£12820	74	108	3
1.0 75 SE L	£13610	74	108	3
1.2 TSI 90 SE	£13450	89	107	8
1.2 TSI 90 SE L	£14240	89	107	8
1.2 TSI 110 S DSG	£13740	108	109	13
1.2 TSI 110 SE	£14100	108	110	12
1.2 TSI 110 SE L	£14890	108	110	12
1.4 TDI 90 S	£14090	89	93	12
1.4 TDI 90 SE	£15450	89	93	10
1.4 TDI 90 SE L	£16240	89	93	11
1.4 TDI 105 SE L	£16840	104	95	12
FABIA 5dr estate				
1.0 75 S	£12460	74	109	4
1.0 75 SE	£13965	74	109	3
1.0 75 SE L	£14755	74	109	3
1.2 TSI 110 S DSG	£14740	108	109	13
1.2 TDI 110 SE	£15245	108	110	12
1.2 TDI 110 SE L	£16035	108	110	12
1.2 TSI 90 SE	£14595	89	107	8
1.2 TSI 90 SE L	£15385	89	107	8
1.2 TSI 105 SE L	£17985	104	97	12
1.4 TDI 90 S	£15090	89	94	10
1.4 TDI 90 SE	£16595	89	94	10
1.4 TDI 90 SE L	£17385	89	94	11
RAPID 5dr hatch				
1.6 TDI 105 SE	£17145	103	114	16
1.6 TDI 105 Eleg.	£17715	103	114	13
1.6 TDI 90 GreenLine	£17975	103	99	13
1.6 TDI 90 GreenTech Eleg.	£17965	103	104	13
1.6 TDI 90 GreenTech SE	£17215	103	104	13
1.6 TDI 90 S	£16015	103	114	13
1.6 TDI 90 SE	£16965	103	114	13
1.2 75 S	£13350	74	137	7
1.2 TSI 86 S	£14140	84	119	10
1.2 TSI 86 SE	£15090	84	119	10
1.2 TSI 86 GreenTech S	£14390	84	114	10
1.2 TSI 86 GreenTech SE	£15340	84	114	10
1.2 TSI 105 SE	£15790	104	125	13
1.2 TSI 105 Eleg.	£16540	104	125	13
1.2 TSI 105 GreenTech SE	£16040	104	118	13
1.2 TSI 105 GreenTech Eleg.	£16790	104	118	13
1.2 TSI 105 Sport	£15840	104	125	15
1.4 TSI 122 SE DSG	£17585	120	134	16
1.4 TSI 122 Eleg. DSG	£18335	120	134	16
1.4 TSI 122 GreenTech SE DSG	£17705	120	127	18
1.4 TSI 122 GreenTech Eleg.	£18455	120	127	18
1.6 TDI 105 S	£16590	103	114	16
1.6 TDI 105 SE	£17540	103	114	15
1.6 TDI 105 Eleg.	£18290	103	114	15
1.6 TDI 105 GreenTech SE	£17790	103	106	15
1.6 TDI 105 GreenTech Eleg.	£18540	103	106	15
RAPID SPACEBACK 5dr estate Estate shape makes most sense of Rapid's skinny body	★★★★☆			
1.2 TSI 105 Eleg.	£16640	104	125	14
1.2 TSI 105 GreenTech Eleg.	£16890	104	118	14
1.2 TSI 105 SE	£16430	104	118	15
1.2 TSI 105 SE	£16180	104	125	14
1.2 TSI 86 GreenTech S	£14750	84	114	12
1.2 TSI 86 GreenTech SE	£15730	84	114	12
1.2 TSI 86 S	£14500	84	119	11
1.2 TSI 86 SE	£15480	84	119	12
1.4 TSI 122 Eleg. DSG	£18445	120	134	18
1.4 TSI 122 GreenTech SE DSG	£18105	120	127	18
1.4 TSI 122 G-Tech Eleg. DS	£18565	120	127	18
1.4 TSI 122 SE DSG	£17985	120	134	17
1.6 TDI 105 Eleg.	£18390	103	114	16
1.6 TDI 105 GreenTech Eleg.	£18640	103	106	16
1.6 TDI 105 GreenTech SE	£18180	103	106	16
1.6 TDI 105 SE	£16950	103	114	15
1.6 TDI 105 SE	£17930	103	114	16
1.6 TDI 90 GreenLine	£17355	89	99	14
1.6 TDI 90 GreenTech Eleg.	£17990	89	106	14
1.6 TDI 90 GreenTech SE	£17530	89	106	14
1.6 TDI 90 S	£16300	89	114	13
1.6 TDI 90 SE	£17280	89	114	14
1.6 TDI 90 Eleg.	£17740	89	114	14
OCTAVIA 5dr hatch Extended wheelbase makes the Octavia an even more practical choice	★★★★☆			
1.6 TDI 105 SE Business	£19775	104	99	14
1.2 TSI 105 S	£16525	104	114	13
1.2 TSI 105 SE	£17875	104	114	13
1.4 TSI 140 SE	£19075	138	121	18
1.4 TSI 140 Eleg.	£20775	138	121	19
1.8 TSI 180 Laurin & Klement	£26630	178	135	25
2.0 TSI 220 vRS	£23830	217	142	29
1.6 TDI 105 S	£18575	104	99	13
1.6 TDI 105 SE	£19925	104	99	13
1.6 TDI 105 Eleg.	£21625	104	99	14
1.6 TDI 110 GreenLine	£20225	108	90	15
1.6 TDI 110 SE Business GreenL	£21225	108	90	19
2.0 TDI 150 SE	£20535	148	106	19
2.0 TDI 150 SE Business	£20535	148	106	20
2.0 TDI 150 Eleg.	£22525	148	106	20
2.0 TDI 150 Laurin & Klement	£26465	148	107	22
2.0 TDI 184 vRS	£24075	181	115	26
OCTAVIA 5dr estate Extended wheelbase makes the Octavia an even more practical choice	★★★★☆			
1.6 TDI 105 SE Eleg. 4x4	£23880	104	119	14
1.6 TDI 105 SE 4x4	£22180	104	119	13
1.6 TDI 105 SE Business	£20580	104	99	13
1.6 TDI 110 GreenLine	£21425	108	90	15
1.6 TDI 110 SE Business G-line	£21425	108	90	19
2.0 TDI 150 Eleg. 4x4	£24780	148	124	20
2.0 TDI 150 SE 4x4	£23185	148	120	19
2.0 TDI 150 SE Business	£21735	148	106	19
1.2 TSI 105 S	£17330	104	117	13
1.2 TSI 105 SE	£18680	104	117	13
1.4 TSI 140 SE	£19880	138	121	18
1.4 TSI 140 Eleg.	£21580	138	121	19
1.8 TSI 180 Laurin & Klement	£27830	178	136	25
2.0 TSI 220 vRS	£25030	217	142	29
1.6 TDI 105 S	£19380	104	99	13
1.6 TDI 105 SE	£20730	104	99	13
1.6 TDI 105 Eleg.	£22430	104	99	14
2.0 TDI 150 SE	£21735	148	106	19
2.0 TDI 150 Scout 4x4	£25405	148	125	-
2.0 TDI 150 Eleg.	£23330	148	110	20
2.0 TDI 150 Laurin & Klement	£27665	148	107	22
2.0 TDI 150 Laurin Klement 4x4	£29115	148	122	21
2.0 TDI 184 Scout 4x4	£28200	181	129	-
2.0 TDI 184 vRS	£25275	181	117	26
ROOMSTER 5dr mpv Quirky looks, talented package, awkward image	★★★★☆			
1.2 S	£12105	69	143	5
1.2 SE	£13575	69	143	6
1.2 TSI 85 S	£12750	84	134	9
1.2 TSI 85 SE	£14135	84	134	9
1.2 TSI 85 Scout	£14685	84	134	9
1.2 TSI 105 S auto	£14185	104	134	12
1.2 TSI 105 SE	£14800	104	134	12
1.2 TSI 105 Scout	£15350	104	134	12
1.2 TDI 75 Greenline II	£16325	74	109</	

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.2 D-CAT 150i Excel	£26600	148	167	26
AVENSIS TOURER 5dr estate Nothing wrong, but nothing exceptional. Good spec	★★★★☆			
1.8 V-matic Active	£18750	145	153	17
1.8 V-matic Icon	£21350	145	153	18
1.8 V-matic Icon+	£24300	145	153	18
2.0 D-40 Active	£19745	124	120	22
2.0 D-40 Icon	£22345	124	120	22
2.0 D-40 Icon+	£25295	124	120	23
2.0 D-40 Excel	£26145	124	119	23
2.2 D-40 150i Icon	£24500	148	147	25
2.2 D-40 150i Icon+	£26300	148	147	25
2.2 D-40 150i Excel	£27150	148	149	26
2.2 D-CAT 150i Icon+	£24450	148	170	25
2.2 D-CAT 150i Excel	£27405	148	170	25
2.2 D-CAT 150i Excel	£28250	148	173	26
VERSO 5dr mpv Ride is firm and boot space limited with all seats in use	★★★★☆			
1.6 V-matic Active Sst	£17770	130	157	13
1.6 V-matic Active Tst	£18300	130	157	13
1.6 V-matic Icon Tst	£20300	130	157	14
1.8 V-matic Icon M'Drive Tst	£21805	145	153	15
1.8 V-matic Excel M'Drive Tst	£24345	145	150	15
1.6 D-40 Active	£19990	122	119	13
1.6 D-40 Icon	£21995	122	119	14
LAND CRUISER V8 5dr 4x4 A dinosaur, but likeable. Pricy to buy and run	★★★★☆			
£65725	286	250	48	
LAND CRUISER 3dr 4x4 A real go-anywhere vehicle. Spongy on road	★★★★☆			
3.0 D-40 188 LC3	£32765	185	214	31
LAND CRUISER 5dr 4x4 A real go-anywhere vehicle. Spongy on road	★★★★☆			
3.0 D-40 190 LC3	£37015	187	213	31
3.0 D-40 190 LC4	£47465	187	213	34
3.0 D-40 190 LC5	£52915	187	213	38
GT86 2dr coupé A tail-untuck tribute to all our favourite things. Splendid. Cheaper now, too	★★★★★			
2.0 Primo	£23000	197	180	33
2.0 GT86	£25000	197	180	33
2.0 Aero	£27500	197	192	33
2.0 Giallo	£27500	197	180	34
2.0 GT86 auto	£25995	197	164	33
VAUXHALL				
VIVA 5dr hatch Comfortable and spacious, although class leaders are sweeter to drive	★★★★☆			
1.0 Ecoflex SE A-C	£8665	73	99	-
1.0 SE A-C	£8490	73	104	-
1.0 SE	£7995	73	104	-
1.0 Ecoflex SE	£8170	73	99	-
1.0 SL	£9495	73	104	-
ADAM 3dr hatch Certainly looks the part, but there are better superminis ahead of it	★★★★☆			
1.0 S-S Jam	£13630	113	114	3
1.0 S-S Giam	£15000	113	114	3
1.0 S-S Slam	£15500	113	114	3
1.0 S-S Rocks Air	£16995	113	119	3
1.2 Jam	£11630	69	124	3
1.2 Jam S-S	£11925	69	118	3
1.2 Giam	£13000	69	124	3
1.2 Giam S-S	£13295	69	118	3
1.2 Slam	£13500	69	124	3
1.2 Slam S-S	£13795	69	118	3
1.4 87 Jam	£11955	86	129	6
1.4 87 Giam	£13325	86	129	6
1.4 87 Slam	£13825	86	129	6
1.4 100 Jam	£12480	99	129	9
1.4 100 Jam S-S	£12775	99	119	9
1.4 100 Giam	£13850	99	129	9
1.4 100 Giam S-S	£14145	99	119	9
1.4 100 Slam	£14350	99	129	9
1.4 100 Slam S-S	£14645	99	119	9
1.4T 150 Grand Slam	£16995	148	139	14
CORSA 3dr hatch Very refined, stylish and practical. Engines not so good	★★★★☆			
1.0i 90 S-S Design	£12910	89	102	9
1.0i 90 S-S SRI	£13605	89	102	9
1.0i 90 S-S SE	£14250	89	102	9
1.0i 115 S-S Sting	£10825	113	-	12
1.0i 115 S-S Sting R	£11175	113	-	12
1.0i 115 S-S SRI VX-Line	£14640	113	-	12
1.2i 70 Life	£11080	69	126	2
1.2i 70 Sting	£9175	69	126	2
1.2i 70 Slam	£11080	69	126	2
1.2i 70 SRI	£11775	69	126	2
1.2i 70 SRI VX-Line	£12810	69	126	2
1.2i 70 SE	£12420	69	126	2
1.4i 90 Life	£11425	89	121	6
1.4i 90 Sting	£9520	89	121	-
1.4i 90 Design	£11425	89	121	-
1.4i 90 Easytronic Design	£12080	89	119	-
1.4i 90 SRI	£12120	89	121	-
1.4i 90 SRI VX-Line	£13155	89	121	-
1.4i 90 SE	£12765	89	121	-
1.4i 100 Turbo SRI	£12775	99	119	10
1.4i 100 Turbo SRI VX-Line	£13810	99	119	10
1.4i 100 Turbo SE	£13420	99	119	10
1.3i 100 TFS S-S Life	£13330	74	99	6
1.3i 100 TFS S-S Design	£13330	74	99	-
1.3i 100 TFS S-S SRI	£14025	74	99	-
1.3i 100 TFS S-S SRI VX-Line	£15060	74	99	-
1.3i 100 TFS S-S SE	£14670	74	99	-
1.3i 100 TFS S-S SRI	£14525	94	85	9
1.3i 100 TFS S-S SRI VX-Line	£15560	94	85	-
1.3i 100 TFS S-S SE	£15170	94	85	-
CORSA 5dr hatch Very refined, stylish and practical. Engines not so good	★★★★☆			
1.0i 90 S-S Design	£13510	89	102	9
1.0i 90 S-S SRI	£14205	89	102	9
1.0i 90 S-S SE	£14850	89	102	9
1.0i 115 S-S Sting	£11425	113	-	12
1.0i 115 S-S SRI VX-Line	£15240	113	-	12
1.2i 70 Life	£11680	69	126	2
1.2i 70 Sting	£9775	69	126	2
1.2i 70 Design	£12745	69	126	2
1.2i 70 SRI	£12375	69	126	2
1.2i 70 SRI VX-Line	£13410	69	126	2
1.2i 70 SE	£13020	69	126	2
1.4i 90 Life	£12025	89	121	-
1.4i 90 Design	£10120	89	121	-
1.4i 90 Sting	£12025	89	121	-
1.4i 90 Easytronic Design	£12680	89	119	-
1.4i 90 SRI	£12720	89	121	-
1.4i 90 SRI VX-Line	£13755	89	121	-
1.4i 90 SE	£13365	89	121	-
1.4i 100 Turbo SRI	£13375	99	119	10
1.4i 100 Turbo SRI VX-Line	£14410	99	119	10
1.4i 100 Turbo SE	£14020	99	119	10
1.3i 100 TFS S-S Life	£13930	74	99	-
1.3i 100 TFS S-S Design	£13930	74	99	-
1.3i 100 TFS S-S SRI	£14625	74	99	-
1.3i 100 TFS S-S SRI VX-Line	£15660	74	99	-
1.3i 100 TFS S-S SE	£15270	74	99	-
1.3i 100 TFS S-S SRI	£15125	94	85	-
1.3i 100 TFS S-S SRI VX-Line	£16160	94	85	-
1.3i 100 TFS S-S SE	£15770	94	85	-
ASTRA 5dr hatch Good handling, nice engines but over-geared. Focus is better	★★★★☆			
1.3i 100 TFS ecoFLEX Design S-S	£16835	94	104	9
1.4i VVT 100 Design	£15445	99	129	9
1.4i VVT 100 Excite	£17920	99	129	9
1.4i VVT 100 Tech Line	£16770	99	129	9
1.6i 100 TFS ecoFLEX Design S-S	£17735	108	97	9
1.6i 100 TFS ecoFLEX Elite S-S	£23175	108	97	9
1.6i 100 TFS ecoFLEX SRI S-S	£21740	108	97	9
1.6i 100 TFS e-FLEX Tec Ln S-S	£18910	108	97	9
1.6i 100 TFS e-FLEX Design S-S	£23770	134	104	9
1.6i 100 TFS e-FLEX SRI S-S	£22335	134	104	9
1.6i 100 TFS e-FLEX Design S-S	£18330	134	104	9
1.6i 100 TFS e-FLEX Tec Ln S-S	£19505	134	104	9
1.6i 100 TFS e-FLEX Tec LnGT S-S	£19770	108	97	9
1.6i 100 TFS e-FLEX Tec LnGT S-S	£20365	134	104	9
1.6i VVT 115 Design	£16160	114	147	12
1.6i VVT 115 Excite	£18635	114	147	12
1.6i VVT 115 Tech Line GT	£16710	114	147	12
1.6i VVT Tech Line	£17485	114	147	12
2.0i 100 TFS e-FLEX Tech LS S-S	£19995	158	119	20
2.0i 100 TFS Tech Line GT S-S	£20855	158	119	21
1.4i VVT 100 SRI	£18865	99	129	9
1.4T SRI	£20220	138	138	17
1.6i VVT Elite	£21275	114	147	12
1.6i VVT SRI	£19580	114	147	12
2.0i 100 TFS ecoFLEX Elite S-S	£24260	158	119	21
2.0i 100 TFS ecoFLEX SRI S-S	£22825	158	119	21
2.0i 100 TFS Biturbo S-S	£24205	192	134	21
ASTRA 5dr estate More composed than the hatch. A very decent small estate	★★★★☆			
1.3i 100 TFS ecoFLEX Design S-S	£18200	94	109	9
1.4i VVT 100 Design	£16480	99	137	9
1.4i VVT 100 Tech Line	£17805	99	137	9
1.6i 100 TFS ecoFLEX Elite S-S	£24190	99	137	9
1.6i 100 TFS e-FLEX Design S-S	£18755	108	97	14
1.6i 100 TFS e-FLEX SRI S-S	£22755	108	97	14
1.6i 100 TFS e-FLEX Tech Ln S-S	£19930	108	97	14
1.6i 100 TFS e-FLEX Elite S-S	£24785	134	104	14
1.6i 100 TFS e-FLEX Design S-S	£19350	134	104	14
1.6i 100 TFS e-FLEX SRI S-S	£23350	134	104	14
1.6i 100 TFS e-FLEX Tech Ln S-S	£20525	134	104	14
1.6i VVT 115 Design	£17145	114	149	12
1.6i VVT 115 Elite	£22295	114	149	12
1.6i VVT Tech Line	£18505	114	149	12
2.0i 100 TFS Biturbo S-S	£25220	192	134	21
ASTRA GTC 3dr coupé Good looking three-door hatch with the dynamics to match	★★★★☆			
1.4T 16v 140 Sport auto	£21570	118	159	16
1.4T 16v 140 SRI auto	£22795	118	159	16
1.6T 200 Sport S-S	£21595	202	168	25
1.6T 200 SRI S-S	£22820	202	168	25
1.6T 160 140 Sport auto	£23780	163	149	20
2.0i 100 TFS SRI	£25005	163	149	20
2.0i 100 TFS SRI S-S	£19355	118	139	13
1.4T 16v 140 Sport S-S	£20245	138	139	16
1.4T 16v 120 Sport S-S	£21070	118	139	14
1.4T 16v 140 SRI S-S	£21470	138	139	16
1.6T 280 VXR	£27620	276	189	35
2.0i 100 TFS SRI	£22300	163	127	20
2.0i 100 TFS SRI S-S	£23525	163	127	20
2.0i 100 TFS Biturbo S-S	£24520	192	129	-
CASCADA 2dr open Comfortable and credible alternative to the usual ragtops	★★★★☆			
1.6T 200 200 Elite	£29510	202	168	24
1.6T 200 SE	£26615	202	168	24
1.4T 140 SE S-S	£24500	138	148	20
1.4T 140 Elite S-S	£27875	138	148	21
1.4T 140 SE SRI Au	£27600	168	168	24
1.6T SIDI 170 Elite Au	£30495	168	168	24
2.0i 100 TFS SRI	£26480	163	138	23
2.0i 100 TFS SRI S-S	£28565	163	138	23
2.0i 100 TFS Biturbo Elite S-S	£38000	192	138	27
INSIGNIA 5dr hatch Nearly as good as a Mondeo. Inert steering	★★★★☆			
1.4T 140 SRI Nav	£20394	138	123	15
1.6T 170 Elite Nav	£24229	168	139	20
1.8i VVT Design Nav	£17679	138	164	14
1.8i VVT SRI Nav	£19479	138	164	14
2.0i 100 TFS Design Nav	£19934	118	99	15
2.0i 100 TFS Design Nav	£24114	118	99	16
2.0i 100 TFS SRI	£21734	118	99	15
2.0i 100 TFS SRI VX-Line Nav	£22194	118	99	16
2.0i 100 TFS SRI	£18244	128	112	16
2.0i 100 TFS SRI VX-Line Nav	£19094	128	112	16
2.0i 100 TFS SRI	£19094	128	112	16
2.0i 100 TFS SRI VX-Line Nav	£21614	128	112	16
2.0i 100 TFS SRI	£20044	128	112	16
2.0i 100 TFS SRI Nav	£20894	128	112	16
2.0i 100 TFS SRI VX-Line	£21264	128	112	16
2.0i 100 TFS SRI VX-Line Nav	£22144	128	112	16
2.0i 100 TFS Design Nav	£20184	138	99	18
2.0i 100 TFS SRI	£24364	138	99	18
2.0i 100 TFS SRI VX-Line Nav	£23204	138	99	18
2.0i 100 TFS SRI	£22134	168	114	20
2.0i 100 TFS Biturbo SRI Nav	£25804	192	125	24
2.0i 100 TFS Biturbo Elite Nav auto	£28359	192	149	24
2.0i 100 TFS Biturbo SRI VX-LnNav	£27024	192	125	24
2.0T 250 Elite Nav	£24814	247	169	26
2.0T 250 SRI VX-Line Nav	£23654	247	169	26
2.8T VXR Supersport	£30129	321	249	37
1.4T 140 Design Nav	£17744	138	123	15
1.4T 140 Design Nav	£18594	138	123	15
1.4T 140 Elite Nav	£21199	138	123	15
1.4T 140 SRI	£19544	138	123	15
1.4T 140 SE	£19544	138	123	15
1.4T 140 Tech Line	£20394	138	123	15
1.4T 140 Tech Line	£23379	168	139	20
1.6T 170 Elite	£16829	138	164	14
1.8i VVT Design	£20284	138	164	15
1.8i VVT SRI	£18629	138	164	

AUTOCAR TOP FIVES

Large SUVs



1 Range Rover Sport From £60,000
Now bigger and better. A cut-price Range Rover rather than a jumped-up Discovery – and the best here by a mile. ★★★★★



2 Porsche Cayenne From £50,000
The current model is more agile, more stylish and more sporty-feeling than before. A great interior, too. ★★★★★



3 BMW X5 From £43,000
Remains an accomplished and luxurious product. Trumped by others in the driving department now, though. ★★★★★



4 Land Rover Discovery From £40,000
Looks like an outmoded hulk on this list, but it can still do everything you'd ever want it to. Seven seats, too. ★★★★★



5 Volkswagen Touareg From £42,000
VW's biggest SUV is a well-balanced blend of solid dynamics, good price and usable, comfortable interior. ★★★★★

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 TSI 220 Sport	£23755	217	150	27
2.0 TDI 110	£18100	108	112	13
2.0 TDI 110 Design	£20475	108	112	13
2.0 TDI 150 Design	£21175	148	119	20
2.0 TDI 150 Sport	£22995	148	119	21
BEETLE 2dr open Huge improvement, but Golf underneath is superior	★★★★★			
1.2 TSI 105	£19230	104	129	15
1.2 TSI 105 Design	£21625	104	129	16
1.4 TSI 150 Design	£23515	148	138	22
1.4 TSI 150 Sport	£25115	148	138	22
2.0 TDI 110	£21040	108	115	15
2.0 TDI 110 Design	£23415	108	115	16
2.0 TDI 150 Design	£24245	148	120	23
2.0 TDI 150 Sport	£25845	148	120	23
2.0 TSI 220 Sport	£26345	217	154	29
CC 4dr saloon Loses a name and adds some flair, but never compels	★★★★★			
1.4 TSI 160 BMT	£25050	158	144	27
2.0 TDI 177 BMT GT	£29820	177	120	27
2.0 TSI 210 GT	£29285	208	169	29
2.0 TSI 210 R-Line	£29935	208	169	32
2.0 TDI 140 BMT	£26115	138	119	23
2.0 TDI 140 BMT GT	£27695	138	119	23
2.0 TDI 177 BMT R-Line	£30470	177	120	28
EOS 2dr cc Pleasant and predictable drive. Feeling old now	★★★★★			
1.4 TSI 160 Sport	£27610	158	157	24
2.0 TSI 210 Sport	£29610	208	165	30
2.0 TDI Blue Tech Sp.	£28185	138	125	23
2.0 TDI Blue Tech Exec.	£31325	138	125	23
SCIROCCO 3dr coupé A complete coupe. Entertaining, practical and stylish	★★★★★			
1.4 TSI 125	£20735	123	125	22
1.4 TSI 125 GT	£22585	123	125	23
2.0 TSI 180	£22790	178	142	31
2.0 TSI 220 GT	£26125	217	142	37
2.0 TSI 220 R-Line	£28195	217	139	37
2.0 TDI 280 R	£32580	276	187	42
2.0 TDI 150	£23455	148	109	27
2.0 TDI 150 GT	£25305	148	109	28
2.0 TDI 150 R-Line	£27375	148	109	28
2.0 TDI 184 GT	£26305	181	115	31
2.0 TDI 184 R-Line	£28375	181	115	31
PASSAT 4dr saloon Supremely well-executed family-sized prospect	★★★★★			
1.6 TDI 120 S	£22320	118	105	15
1.6 TDI 120 SE	£23460	118	105	16
1.6 TDI 120 SE Business	£24115	118	105	16
1.6 TDI 120 GT	£25420	118	109	13
2.0 TDI 150 S	£23445	148	106	21
2.0 TDI 150 SE	£24585	148	106	19
2.0 TDI 150 SE Business	£25240	148	106	19
2.0 TDI 150 GT	£26545	148	109	19
2.0 TDI 150 R-Line	£27540	148	109	19
2.0 TDI SCR 190 GT	£27895	187	107	22
2.0 TDI SCR 190 R-Line	£28890	187	107	23
2.0 TDI 240 BITDI SCR GT	£34625	237	139	28
2.0 TDI 240 BITDI SCR R-Line	£35620	237	139	28
PASSAT 5dr estate Supremely well-executed family-sized prospect	★★★★★			
1.6 TDI 120 GT	£26970	118	110	13
1.6 TDI 120 S	£23870	118	107	15
1.6 TDI 120 SE	£25010	118	107	16
1.6 TDI 120 SE Business	£25665	118	107	16
2.0 TDI 150 GT	£28095	148	110	19
2.0 TDI 150 R-Line	£29090	148	110	19
2.0 TDI 150 S	£24995	148	107	21
2.0 TDI 150 SE	£26135	148	107	19
2.0 TDI 150 SE Business	£26790	148	107	19
2.0 TDI 190 SCR GT	£29445	187	110	22
2.0 TDI 190 SCR R-Line	£30440	187	110	23
2.0 TDI 240 BITDI SCR GT	£36175	237	140	28
2.0 TDI 240 BITDI SCR R-Line	£37170	237	140	28
PHAEON 4dr saloon Big VW feels old now, and struggles to justify its price	★★★★★			
3.0 V6 TDI 240 SWB	£55550	236	224	45
3.0 V6 TDI 240 LWB	£58110	236	224	45
TOURAN 5dr mpv Good chassis but little inspiration. Bland appearance	★★★★★			
2.0 TDI 177 Sport	£28500	177	150	24
1.2 TSI 105 S	£19940	104	149	12
1.4 TSI 140 SE	£23750	138	159	18
1.6 TDI 105 Blue Tech S	£21750	104	121	14
1.6 TDI 105 Blue Tech SE	£23855	104	121	14
2.0 TDI 140 Blue Tech SE	£25620	138	127	19
2.0 TDI 140 Blue Tech Sp.	£27080	138	127	19
SHARAN 5dr mpv Refined, flexible big MPV. Seat version is cheaper	★★★★★			
2.0 TDI 177 SE	£30730	177	152	23
2.0 TDI 177 SEL	£33630	177	152	23
2.0 TDI 150 S	£25500	148	167	16
1.4 TSI 150 SE	£27810	148	167	16
2.0 TSI 200 SEL DSG	£33955	197	198	25
2.0 TDI 115 S	£26065	113	146	14
2.0 TDI 140 S	£26815	138	146	18
2.0 TDI 140 SE	£29125	138	146	18
2.0 TDI 140 SEL	£32025	138	146	18
2.0 TDI 140 Exec	£32275	138	146	18
TIGUAN 5dr 4x4 Dull but capable soft-roader. Pricey, but good ride and handling	★★★★★			
1.4 TSI 160 BMT Match 2WD	£23955	158	156	21
2.0 TDI 140 BMT Match 2WD	£25645	158	178	21
2.0 TDI 140 BMT Match 4WD	£25150	138	138	18
2.0 TDI 140 BMT Match 4WD	£26920	138	150	19
2.0 TDI 177 BMT Match 4WD	£27925	175	151	23
2.0 TSI 180 Match 4WD	£26485	178	198	24
1.4 TSI 160 Blue Tech S	£21960	158	156	18
1.4 TSI 160 S 4WD	£23650	158	178	18
2.0 TSI 210 R-Line 4WD	£29180	208	199	22
2.0 TDI 110 BMT S 2WD	£22605	109	138	14
2.0 TDI 140 BMT S 2WD	£23155	138	138	17
2.0 TDI 140 BMT S 4WD	£24925	138	150	17
2.0 TDI 140 BMT Escape 4WD	£27610	138	150	18
2.0 TDI 140 BMT R-Line 4WD	£28750	138	150	18
2.0 TDI 177 BMT R-Line 4WD	£29755	175	151	23
TOUAREG 5dr 4x4 Good value, and a great blend of comfort and deftness	★★★★★			
3.0 V6 TDI 204 SE	£43605	204	173	39
3.0 V6 TDI 204 R-Line	£46605	204	173	40
3.0 V6 TDI 262 SE	£45405	258	174	42
3.0 V6 TDI 262 R-Line	£48405	258	174	42
3.0 V6 TDI 262 Escape	£45605	258	180	42
CARAVELLE 5dr mpv Rugged workhorse to carry people	★★★★★			
2.0 TDI 140 SE SWB	£36006	138	189	25
2.0 TDI 140 SE 4Mot. SWB	£38484	138	206	26
2.0 TDI 140 SE LWB	£38190	138	206	26
2.0 TDI 140 Exec SWB	£38856	138	189	25
2.0 TDI 140 Exec 4Mot. SWB	£41304	138	206	26
2.0 BITDI 180 SE SWB	£38070	177	192	29
2.0 BITDI 180 SE 4M SWB	£40926	177	208	31
2.0 BITDI 180 SE LWB	£40254	177	192	30
2.0 BITDI 180 Exec SWB	£40920	177	192	30
2.0 BITDI 180 Exec DSG	£42840	177	199	30
2.0 BITDI 180 Business SWB DSG	£68622	177	214	38
2.0 BITDI 180 Bus. 4Mot. SWB DSG	£71553	177	232	39
2.0 BITDI 180 Ex. 4M SWB	£43776	177	208	31
VOLVO				
V40 5dr hatch New hatchback adds Swedish flavour to stock Ford platform	★★★★★			
1.6 T2 120 ES	£19195	118	124	19
1.6 T2 120 ES Nav	£19995	118	124	19
1.6 T2 120 SE	£20720	118	124	19
1.6 T2 120 SE Nav	£21520	118	124	19
1.6 T2 120 SE Lux Nav	£23520	118	124	20
1.6 T2 120 R-Design	£21495	118	124	19
1.6 T2 120 R-Design Nav	£22295	118	124	19
1.6 T2 120 R-Design Lux Nav	£23970	118	124	21
1.6 T3 150 ES	£20945	148	124	20
1.6 T3 150 ES Nav	£21945	148	124	21
1.6 T3 150 SE	£22670	148	124	21
1.6 T3 150 SE Nav	£23470	148	124	21
1.6 T3 150 SE Lux Nav	£25470	148	124	22
1.6 T3 150 R-Design	£23445	148	124	20
1.6 T3 150 R-Design Nav	£24245	148	124	21
1.6 T3 150 R-Design Lux Nav	£25920	148	124	22
1.6 T4 180 SE Lux Nav	£26970	177	129	26
1.6 T4 180 R-Design Lux Nav	£27420	177	129	26
1.6 T4 180 C-Country Lux Nav	£27970	177	129	24
2.5 T5 254 R-Design Lux Nav	£31700	251	189	35
2.5 T5 254 C-Ctry Lux Nav AWD	£34100	251	194	30
1.6 D2 115 ES	£21195	113	88	17
1.6 D2 115 ES Nav	£21995	113	88	17
1.6 D2 115 SE	£22720	113	88	17
1.6 D2 115 SE Nav	£23520	113	88	17
1.6 D2 115 SE Lux	£24520	113	88	18
1.6 D2 115 SE Lux Nav	£25520	113	88	18
1.6 D2 115 R-Design	£23295	113	88	17
1.6 D2 115 R-Design Nav	£24295	113	88	17
1.6 D2 115 R-Design Lux	£24970	113	88	18
1.6 D2 115 R-Design Lux Nav	£25970	113	88	18
1.6 D2 115 C-Country SE	£23520	113	99	16
1.6 D2 115 C-Country SE Nav	£24520	113	99	16
1.6 D2 115 C-Country Lux	£25520	113	99	17
1.6 D2 115 C-Country Lux Nav	£26520	113	99	17
2.0 D3 150 SE	£23770	148	114	22
2.0 D3 150 SE Nav	£24570	148	114	22
2.0 D3 150 SE Lux Nav	£26570	148	114	23
2.0 D3 150 R-Design	£24545	148	114	21
2.0 D3 150 R-Design Nav	£25345	148	114	22
2.0 D3 150 R-Design Lux Nav	£27020	148	114	23
2.0 D3 150 C-Country SE	£24870	148	117	21
2.0 D3 150 C-Country SE Nav	£25670	148	117	21
2.0 D3 150 C-Country Lux Nav	£27670	148	117	22
2.0 D4 190 SE	£24970	187	99	26
2.0 D4 190 SE Nav	£25770	187	99	26
2.0 D4 190 SE Lux Nav	£27770	187	99	27
2.0 D4 190 R-Design	£25745	187	99	25
2.0 D4 190 R-Design Nav	£26545	187	99	25
2.0 D4 190 R-Design Lux Nav	£28220	187	99	26
2.0 D4 190 C-Country SE Nav	£26870	187	112	24
2.0 D4 190 C-Country Lux Nav	£28770	187	112	24
S60 4dr saloon T6 is rapid, all-weather sports car, if a niche choice	★★★★★			
1.6 D2 R-Design Lux Nav S-S	£31745	113	103	20
1.6 D2 R-Design Lux S-S	£30745	113	103	20
1.6 D2 R-Design Nav S-S	£29245	113	103	19
1.6 D2 R-Design S-S	£28045	113	103	18
1.6 D2 SE Lux Nav S-S	£30245	113	103	19
1.6 D2 SE Lux S-S	£29045	113	103	19
1.6 D2 SE Nav S-S	£27745	113	103	18
1.6 D2 SE S-S	£26745	113	103	18
1.6 T3 R-Design Nav S-S	£28305	148	135	23
1.6 T3 SE Nav S-S	£26805	148	135	23
2.0 D3 R-Design Lux Nav S-S	£32595	134	114	25
2.0 D3 R-Design Lux S-S	£31795	134	114	25
2.0 D3 R-Design Nav S-S	£30095	134	114	24
2.0 D3 SE Lux Nav S-S	£30895	134	114	24
2.0 D3 SE Nav S-S	£28595	134	114	23
2.0 D4 R-Design Lux Nav S-S	£33845	178	99	29
2.0 D4 R-Design Lux S-S	£32645	178	99	29
2.0 D4 R-Design Nav S-S	£31345	178	99	28
2.0 D4 R-Design S-S	£30145	178	99	28
2.0 D4 SE Lux Nav S-S	£32145	178	99	29
2.0 D4 SE Lux S-S	£30945	178	99	29
2.0 D4 SE Nav S-S	£29845	178	99	28
2.0 D4 SE S-S	£28645	178	99	27
2.4 D5 R-Design Lux Nav S-S	£35395	212	119	31
2.4 D5 R-Design Nav S-S	£32895	212	119	31
2.4 D5 SE Lux Nav S-S	£35395	212	119	31
2.4 D5 SE Nav S-S	£32895	212	119	31
1.6 T3 Business Edition S-S	£21005	148	135	21

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Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/forecasting	Weight (kg)	TEST DATE
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LOTUS												
ELISE 2dr roadster ★★★★★	127	6.7	21.1	7.1	14.3	2.9	134	118	24.7	39/42	900	26.5.10
EVORA 2dr coupé ★★★★★	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.8.09
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
EXIGE S 2dr coupé ★★★★★	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13

MASERATI												
GRANTURISMO 2dr coupé ★★★★★	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08
GRANCABRIO 2dr open ★★★★★	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
4.7 V8	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
Ghibli 4dr saloon ★★★★★	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14

MAZDA												
2.5dr hatch ★★★★★	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
1.5 Sky-V-G SE	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
2.2 SE-L	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
5.0dr MPV ★★★★★	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
1.6D Sport	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
2.2 Sport Nav	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
MX-5 2dr open ★★★★★	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15
1.5 SE-L Nav	110	10.3	34.7	10.3	10.3	-	104	199	34.8	59/60	1275	22.7.15
1.5D SE-L Nav	110	10.3	34.7	10.3	10.3	-	104	199	34.8	59/60	1275	22.7.15
2.2 Sport Nav	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12

MCLAREN												
650S 2dr coupé/roadster ★★★★★	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
3.8 V8 Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
P1 2dr coupé ★★★★★	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14

MERCEDES-AMG												
C63 4dr saloon ★★★★★	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
C63	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
GT 2dr coupé ★★★★★	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15

MERCEDES-BENZ												
A-CLASS 5dr hatch ★★★★★	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12
A45 AMG	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13
B-CLASS 5dr MPV ★★★★★	143	8.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.2.12
B200 CDI Sport	143	8.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.2.12
C-CLASS 4dr ★★★★★	140	9.2	3.3	7.5	2.66	510	457	37.2	15/25	1775	5.9.12	
C63 AMG Black 186	140	9.2	3.3	7.5	2.66	510	457	37.2	15/25	1775	5.9.12	
NEW C-CLASS 4dr ★★★★★	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
CLA 4dr coupé ★★★★★	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13
220 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13
SLK 2dr cc ★★★★★	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11
SLK 200	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11
E-CLASS 4dr saloon/5dr estate/2dr convertible ★★★★★	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09
E250 CDI auto	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09
E350 CDI estate	149	6.9	19.2	6.9	*4.0	2.9	228	398	38.9	29/36	1995	17.2.10
E250 CGI cab	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36	1745	14.4.10
CLS 4dr coupé/5dr estate ★★★★★	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11
350 BlueEff.	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11
350 CDI S/Brake	155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13
S-CLASS 4dr saloon/2dr coupé ★★★★★	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13
S350 Bluetec	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13
S63 AMG coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
GLA 5dr 4x4 ★★★★★	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
M-CLASS 5dr 4x4 ★★★★★	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
ML 250	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
GL 5dr 4x4 ★★★★★	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
GL350 AMG Spt 137	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
SL 2dr convertible ★★★★★	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
SL 500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
SL 63 AMG	155	4.6	10.4	3.8	8.7	2.5	518	465	34.3	17/21	2000	7.5.08
SL 65 Black	200	4.2	8.5	3.0	6.0	2.5	661	737	37.4	16/22	1880	8.4.09

MG												
3.5dr hatch ★★★★★	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
1.5 3Form Spt	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
6.5dr hatch ★★★★★	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11

MINI												
MINI 3dr hatch ★★★★★	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
JCW GP	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	2.4.14
COUNTRYMAN 5dr hatch ★★★★★	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
Cooper D All4	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
COUPE 2dr coupé ★★★★★	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
JCW	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
ROADSTER 2dr convertible ★★★★★	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12
Cooper S	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12

MITSUBISHI												
ASX 5dr hatch ★★★★★	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
1.8 DiD 3	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
OUTLANDER 5dr 4x4 ★★★★★	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
2.2 DiD GX5	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
PHEV GX4s	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14

MORGAN												
PLUS 8 2dr convertible ★★★★★	-	4.9	11.0	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12
4.8 V8	-	4.9	11.0	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12
3 WHEELER 2dr convertible ★★★★★	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/forecasting	Weight (kg)	TEST DATE
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NISSAN												
MICRA 5dr hatch ★★☆☆☆	105	11.6	—	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.1.11
1.2 Tekna	105	11.6	—	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.1.11
NOTE 5dr hatch ★★☆☆☆	106	12.6	—	13.4	20.3	2.9	79	81	21.8	42/54	1036	9.10.13
1.2 Acenta Prm	106	12.6	—	13.4	20.3	2.9	79	81	21.8	42/54	1036	9.10.13
PULSAR 5dr hatch ★★☆☆☆	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57	1307	12.11.14
1.5 dCi n-tec	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57	1307	12.11.14
JUKE 5dr hatch ★★☆☆☆	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10
Acenta 1.6	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10
Nismo 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13
Nismo RS	137	7.5	18.7	6.0	7.2	2.5	215	207	23.9	34/35	1341	11.3.15



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A F A 9	B V 8	I D T E	E P N I	F N S I	H D P I	I J K W	K S J 9	2 L R D	N C R I	I N W G	I P Y L	I S E S	I T L N	I V K F	I W J U
I A F D	I B V H	8 D W L	I E P M	FOR I	3 H E G	J L K 7	I K U	3 L R G	4 N C T	I N Y K	9 R C A	S F E I	9 T M J	V L 3	I W L G I
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9 A H D	CA I	EBK I	I E R U	F V 25	H G R I	I J N H	I L B N	LSJ 3	I N E F	O Y I	2 R F A	3 S G J	I T P N	I V M P	W R R I
I A H E	CCF I	EBM I	3 E S D	I F V R	I H G T	J N L I	5 L C R	L S P 9	I N E U	4 P C C	I R F F	I S G R	TPR 2	V N C I	I W S E
9 A H H	CCJ 2	I E B N	5 E S G	I F W B	HH I	9 J P N	5 L D A	LSR I	NEZ I	6 P D K	I R F R	SGT I	T S F I	VOB I	I W S G
I A H T	I C C K	EBR I	I E S O	I G C D	I H H C	9 J R J	3 L D F	I L T G	I N F E	PDN I	3 R G G	SHD 6	I T S N	V P I	I W S J
AL K I	I C C O	EBT I	I E T K	I G C K	I H H T	7 J T H	I L D G	I L U J	N F P I	3 P E F	I R H E	SHG I	I T S O	V R B I	I W S K
A 0 0 I	CE 8	I E C D	I E V	9 G C S	I H J A	I J T K	L D S 9	I L U W	I N F T	I P E S	I R H P	ISKW	I T T A	V R C I	I W S S I
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A Y 6	C H G I	I E E D	38 F	2 G E K	H L C I	I J Y K	I L F R	5 M B L	I N H F	I P F V	R K I	S N S 6	I V 59	I W B G	I W B W
B B F I	C I G I	I E E F	6 F A D	I G E Y	5 H L J	I K B C	9 L G	I M D O	I N H H	I P G N	I R K D	I S O Y	6 V A	I W C E	I W W K
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EVJ 1	1 RHL	2 DOG	7 JX	P 21	22 WWW	DL 95	68 JS	50 PE	70 WN	758 POO	RBW 2
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F 1	1 SUU	E 33	JD 666	8 PL	AA 82	20 EF	81 KK	98 PR	55 WL	PPR 4	60 RCX
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ADDRESS
Autocar is published by Haymarket Consumer Media Teddington Studios, Broom Road, Teddington, Middlesex TW11 9BE, UK
haymarketgroup.com
Tel +44 (0)20 8267 5000

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MATT BURT

Rear View Mirror: tales from our archive

Ford's electronic tech test bed

4 September 1985



During the 1980s Ford made a big effort to throw off its reputation for producing solid and reliable but hardly innovative cars and increase its focus on design and technology.

Out of that strategy came the Eltec, or 'Electronic Technology', an advanced prototype car that pointed to the way in which the company's top designers and engineers perceived the car of the 1990s.

The Eltec was a collaboration between Ford's R&D departments in Dunton and Cologne, plus the Ghia Design Studio in Turin. It was made to "prove that even small family cars can benefit from electronic co-ordination of all their functions and that electronics can improve a car's dynamics while reducing fuel economy and exhaust emissions".

Built in less than 18 months for a Frankfurt show debut, the Eltec was bristling with ideas, as Autocar's then technical editor Graham Jones described when he examined the car.

"The body is a small, four-door hatchback configuration featuring a large glasshouse, a slippery shape and specially designed headlamps," he wrote. "A glass sunroof comprised five louvers that could be either opened for ventilation or electrically retracted.

"The suspension is of the active ride

'It was made to prove that electronics can improve a car's dynamics while reducing economy and exhaust emissions'

variety, with its own electronic brain to control spring rates and ride height. The central black box also controls electronic anti-lock brake and anti-wheelspin systems, while the dedicated wheel/tyre combination is of the run-flat type."

The engine and its control system were the stand-out features, presaging today's trend for frugal downsized units.

"The 1.3-litre unit is brand new and develops 80bhp at 5000rpm and 88lb ft between 2500 and 4000rpm," wrote Jones. "Designed and built as part of Ford's lean-burn engine technology programme, the aims were to produce a power unit with compact dimensions, low internal friction and the ability to pull well from low engine speeds at the same time as producing good

performance through the speed range.

"The engine is mated to Ford's CTX continuously variable transmission, using the familiar belt and pulley drive arrangement. Next to the gear lever is a smaller lever which allows the Eltec driver to select either 'Power' or 'Economy' modes. In the latter, the transmission ratio is controlled so that engine speed is at its most efficient.

"What makes these developments significant is that they are integrated using a modified version of the EEC-IV computer fitted to the 2.0 EFi Granada and Sierra. Unlike conventional cars with onboard computers, which control the engine and transmission as separate entities, in the Eltec the computer regards them as one system.

"The computer not only matches the operation of the engine and CVT to the demands of the throttle pedal but also continuously fine-tunes the engine to provide the best possible fuel consumption. In short, Eltec could herald the age when an engine holds perfect tune permanently."

While Ford's top brass emphasised that the Eltec didn't preview a specific production model, Autocar's man wasn't altogether convinced, and noted that "a brand-new Escort is due in 1991".

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Time is more fun spent with friends, and the New SEAT Ibiza 5dr is the perfect space to bring you all together. It comes with all the technology and comfort to enjoy every journey even more. With Full Link technology your car's infotainment system becomes a mirror of your smartphone, seamlessly bringing the connectivity experience safely to the road and keeping you connected to your friends no matter where you are. The New SEAT Ibiza is available with an EcoTSI engine at its heart, meaning you won't have to sacrifice power for efficiency. And with an extensive choice of stylish Colour Pack combinations, you can make it truly yours.

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Official fuel consumption for the SEAT Ibiza 5dr in mpg (litres per 100km); urban 41.5 (6.8) - 70.6 (4); extra-urban 62.8 (4.5) - 91.1 (3.1); combined 54.3 (5.2) - 83.1 (3.4). CO₂ emissions 119 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.